NACOmatic

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AK Min Alt - 6
AK Min Rdr - 12
AK Min TO - 13
2A9 - 452
2C7 - 630
5NN - 547
6A8 - 43
6K8 - 704
9A3 - 202
9K2 - 445
ADK - 31
ADQ - 437
AFE - 376
AFM - 47
AKA - 139
AKI - 39
AKK - 36
AKN - 412
AKP - 51
AKW - 430
ANC - 56
ANI - 125
ANV - 131
AQH - 593
AQT - 557
ARC - 135
ATK - 143
AWI - 727
BET - 161
BGQ - 176
BIG - 245
BRW - 148
BTI - 154
BTT - 171
BVK - 180
CDB - 209
CDV - 224
CIK - 194
CLP - 206
CXF - 220
CZF - 191
D76 - 550
DEE - 239
DLG - 252
DUT - 715
EDF - 101
EEK - 258
EHM - 188
EII - 262
EIL - 275
ELI - 266
ENA - 389
ENM - 270
ENN - 523
FAI - 288
FBK - 303
FSP - 530
FYU - 306
GAL - 311
GAM - 317
GGV - 478
GKN - 326
GLV - 322
GST - 331
HCA - 335
HLA - 352
HOM - 339
HPB - 348
IAN - 405
IGG - 356
IIK - 423
ILI - 360
IWK - 732
IYS - 735
JNU - 366
JZZ - 448
KAL - 384
KKA - 465
KLG - 380
KNW - 526
KSM - 668
KTN - 396
KVC - 409
KVL - 426
KWT - 474
KYU - 470
LUR - 185
MBA - 482
MCG - 489
MDM - 485
MDO - 500
MHM - 505
MOU - 509
MRI - 116
MYU - 495
NUL - 560
OBU - 434
OME - 535
OOK - 707
ORT - 553
OTZ - 456
OUL - 519
PAQ - 563
PBV - 662
PEV - 567
PHO - 579
PIZ - 584
PKA - 516
PNP - 573
PSG - 570
PTH - 588
PTU - 577
RBY - 596
RSH - 601
SCC - 230
SCM - 615
SDP - 605
SHG - 643
SHH - 638
SHX - 627
SIT - 647
SMK - 675
SNP - 679
SVA - 610
SVW - 660
SXQ - 654
SYA - 633
TAL - 689
TER - 692
TKA - 684
TNC - 696
TOG - 699
UNK - 710
UTO - 718
UUO - 737
VAK - 198
VDZ - 720
VEE - 723
WBQ - 157
WLK - 620
WNA - 513
WRG - 741
WTK - 533
YAK - 745

AK Mins - Alternates - 6
AK Mins - Radar - 12
AK Mins - Take-Off - 13
ADAK ISLAND ..... ADK - 31
AKHIOK ..... AKK - 36
AKIAK ..... AKI - 39
ALLAKAKET ..... 6A8 - 43
AMBLER ..... AFM - 47
ANAKTUVUK PASS .... AKP - 51
ANCHORAGE ..... ANC - 56
ANCHORAGE ..... EDF - 101
ANCHORAGE ..... MRI - 116
ANIAK ..... ANI - 125
ANVIK ..... ANV - 131
ARCTIC VILLAGE .... ARC - 135
ATKA ..... AKA - 139
ATQASUK ..... ATK - 143
BARROW ..... BRW - 148
BARTER ISLAND ..... BTI - 154
BEAVER ..... WBQ - 157
BETHEL ..... BET - 161
BETTLES ..... BTT - 171
BIG LAKE ..... BGQ - 176
BUCKLAND ..... BVK - 180
CAPE LISBURNE ..... LUR - 185
CAPE NEWENHAM ..... EHM - 188
CAPE ROMANZOF ..... CZF - 191
CHALKYITSIK ..... CIK - 194
CHEVAK ..... VAK - 198
CHUATHBALUK ..... 9A3 - 202
CLARKS POINT ..... CLP - 206
COLD BAY ..... CDB - 209
COLDFOOT ..... CXF - 220
CORDOVA ..... CDV - 224
DEADHORSE ..... SCC - 230
DEERING ..... DEE - 239
DELTA JUNCTION-FORT BIG - 245
DILLINGHAM ..... DLG - 252
EEK ..... EEK - 258
EGEGIK ..... EII - 262
ELIM ..... ELI - 266
EMMONAK ..... ENM - 270
FAIRBANKS-FORT WAIN FBK - 303
FAIRBANKS ..... EIL - 275
FAIRBANKS ..... FAI - 288
FORT YUKON ..... FYU - 306
GALENA ..... GAL - 311
GAMBELL ..... GAM - 317
GOLOVIN ..... GLV - 322
GULKANA ..... GKN - 326
GUSTAVUS ..... GST - 331
HOLY CROSS ..... HCA - 335
HOMER ..... HOM - 339
HOOPER BAY ..... HPB - 348
HUSLIA ..... HLA - 352
IGIUGIG ..... IGG - 356
ILIAMNA ..... ILI - 360
JUNEAU ..... JNU - 366
KAKE ..... AFE - 376
KALSKAG ..... KLG - 380
KALTAG ..... KAL - 384
KENAI ..... ENA - 389
KETCHIKAN ..... KTN - 396
KIANA ..... IAN - 405
KING COVE ..... KVC - 409
KING SALMON ..... AKN - 412
KIPNUK ..... IIK - 423
KIVALINA ..... KVL - 426
KLAWOCK ..... AKW - 430
KOBUK ..... OBU - 434
KODIAK ..... ADQ - 437
KOKHANOK ..... 9K2 - 445
KOLIGANEK ..... JZZ - 448
KOTLIK ..... 2A9 - 452
KOTZEBUE ..... OTZ - 456
KOYUK ..... KKA - 465
KOYUKUK ..... KYU - 470
KWETHLUK ..... KWT - 474
KWIGILLINGOK ..... GGV - 478
MANOKOTAK ..... MBA - 482
MARSHALL ..... MDM - 485
MC GRATH ..... MCG - 489
MEKORYUK ..... MYU - 495
MIDDLETON ISLAND .. MDO - 500
MINCHUMINA ..... MHM - 505
MOUNTAIN VILLAGE .. MOU - 509
NAPAKIAK ..... WNA - 513
NAPASKIAK ..... PKA - 516
NELSON LAGOON ..... OUL - 519
NENANA ..... ENN - 523
NEW STUYAHOK ..... KNW - 526
NIKOLAI ..... FSP - 530
NOATAK ..... WTK - 533
NOME ..... OME - 535
NONDALTON ..... 5NN - 547
NOORVIK ..... D76 - 550
NORTHWAY ..... ORT - 553
NUIQSUT ..... AQT - 557
NULATO ..... NUL - 560
PALMER ..... PAQ - 563
PERRYVILLE ..... PEV - 567
PETERSBURG ..... PSG - 570

PILOT POINT ..... PNP - 573
PLATINUM ..... PTU - 577
POINT HOPE ..... PHO - 579
POINT LAY ..... PIZ - 584
PORT HEIDEN ..... PTH - 588
QUINHAGAK ..... AQH - 593
RUBY ..... RBY - 596
RUSSIAN MISSION ... RSH - 601
SAND POINT ..... SDP - 605
SAVOONGA ..... SVA - 610
SCAMMON BAY ..... SCM - 615
SELAWIK ..... WLK - 620
SHAGELUK ..... SHX - 627
SHAKTOOLIK ..... 2C7 - 630
SHEMYA ISLAND ..... SYA - 633
SHISHMAREF ..... SHH - 638
SHUNGNAK ..... SHG - 643
SITKA ..... SIT - 647
SOLDOTNA ..... SXQ - 654
SPARREVOHN ..... SVW - 660
ST. GEORGE ..... PBV - 662
ST. MARY'S ..... KSM - 668
ST. MICHAEL ..... SMK - 675
ST. PAUL ISLAND ... SNP - 679
TALKEETNA ..... TKA - 684
TANANA ..... TAL - 689
TELLER ..... TER - 692
TIN CITY ..... TNC - 696
TOGIAK VILLAGE .... TOG - 699
TOK JUNCTION ..... 6K8 - 704
TOKSOOK BAY ..... OOK - 707
UNALAKLEET ..... UNK - 710
UNALASKA ..... DUT - 715
UTOPIA CREEK ..... UTO - 718
VALDEZ ..... VDZ - 720
VENETIE ..... VEE - 723
WAINWRIGHT ..... AWI - 727
WALES ..... IWK - 732
WASILLA ..... IYS - 735
WILLOW ..... UUO - 737
WRANGELL ..... WRG - 741
YAKUTAT ..... YAK - 745

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ADAK ISLAND, AK

ADAK ..... **NDB/DME Rwy 23[1]**
RNAV (GPS) Rwy 23[2]

[1]Categories A,B, 1600-2; Categories C,D, 1600-3.
[2]Categories A,B,C, 1300-3; Category D, 1600-3.

AKHIOK, AK

AKHIOK ..... **RNAV (GPS)-A**

NA when local weather not available.

ALLEN AAF, AK

ORIG B 08325
DELTA JUNCTION/
FORT GREELY ..... **ILS or LOC/DME Rwy 10**

NA when control tower closed.

ANAKTUVUK PASS, AK

ANAKTUVUK PASS ..... **RNAV (GPS)-A**

Categories A,B, 3100-2; Category C, 3100-3; Category D, 3200-3.

ANCHORAGE, AK

MERRILL FIELD ..... **RNAV (GPS)-A**

NA when local weather not available.

TED STEVENS
ANCHORAGE INTL ... **ILS or LOC/DME Rwy 7L[1]**
ILS or LOC/DME Rwy 7R[2]
RNAV (GPS) Rwy 7L, 800-2¼
VOR Rwy 7R[3]

[1]ILS, Category D, 700-2; Category E, 800-2½. LOC, Category E, 800-2½.
[2]ILS, Category D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[3]Category E, 800-2¾.

ANIAK, AK

ANIAK ..... **LOC/DME Rwy 10[1]**
RNAV (GPS) Rwy 28[2]

[1]Category D, 800-2¼.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

ANVIK, AK

ANVIK ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

ATKA, AK

ATKA ..... **RNAV (GPS)-A**

Categories A, B, 1300-2; Category C, 1300-3.

ATQASUK, AK

ATQASUK EDWARD BURNELL SR MEMORIAL ..... **NDB Rwy 6**
NDB Rwy 24
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

BARROW, AK

WILEY POST-WILL ROGERS MEMORIAL ..... **ILS or LOC/DME Rwy 7**
LOC/DME BC Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 25

NA when local weather not available.

BARTER ISLAND, AK

BARTER ISLAND LRRS ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

BETTLES, AK

BETTLES ..... **RNAV (GPS) Rwy 19**

Category D, 800-2¼.

BUCKLAND, AK

BUCKLAND ..... **NDB/DME Rwy 11**
NDB/DME Rwy 29
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

23 SEP 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

CHEVAK, AK

CHEVAK ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

DEADHORSE, AK

DEADHORSE ..... **ILS or LOC/DME Rwy 5**
LOC/DME BC Rwy 23
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR/DME Rwy 5
VOR/DME Rwy 23
VOR Rwy 5
VOR Rwy 23
NA when local weather not available.

DEERING, AK

DEERING ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 29
Category C, 800-2¼.

DILLINGHAM, AK

DILLINGHAM ..... **LOC/DME Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR Rwy 1
VOR/DME Rwy 19
NA when local weather not available.

EMMONAK, AK

EMMONAK ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 16
VOR Rwy 34
NA when local weather not available.

FAIRBANKS, AK

FAIRBANKS INTL ..... **ILS or LOC Rwy 2L[1]**
ILS or LOC Rwy 20R[1]
VOR or TACAN Rwy 20R[2]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾, Category E, 900-3.

GALENA, AK

EDWARD G. PITKA, SR .... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25
NA when local weather not available.

NAME ALTERNATE MINIMUMS

GAMBELL, AK

GAMBELL ..... **NDB/DME Rwy 34[1]**
NDB Rwy 16[2]
[1]Categories A,B, 900-2; Category C, 900-2½; Category 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

GUSTAVUS, AK

GUSTAVUS ..... **RNAV (GPS) Rwy 29[1]**
VOR/DME Rwy 29[2]
[1]NA when local weather not available.
[2]Categories A,B, 1100-2; Categories C,D, 1100-3.

HOLY CROSS, AK

HOLY CROSS ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

HOMER, AK

HOMER ..... **RNAV (GPS) Y Rwy 21**
Categories A,B, 1200-2; Categories C,D, 1200-3.

HOOPER BAY, AK

HOOPER BAY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 31
NA when local weather not available.

IGIUGIG, AK

IGIUGIG ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

JUNEAU, AK

JUNEAU INTL ..... **LDA X Rwy 8**
RNAV (GPS) V Rwy 8[2]
[1]Day, Categories A,B, 3000-5; Category C, 3200-5; Category D, 3500-5. Night Category A, 3000-5; Category B, 3000-10; Category C, 3200-10; Category D, 3500-10.
[2]Categories A,B, 1900-2½.

KAKE, AK

KAKE ..... **NDB/DME Rwy 11[1]**
RNAV (GPS) Rwy 11[2]
NA when local weather not available.
[1]Categories A,B, 1000-2; Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-3.

NAME ALTERNATE MINIMUMS

KALSKAG, AK

KALSKAG ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 6
NA when local weather not available.

KALTAG, AK

KALTAG ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[2]
[1]Categories A,B, 1200-2;Category C, 1200-3.
[2]Category C, 800-2¼.

KENAI, AK

KENAI MUNI ..... **ILS or LOC Rwy 19R**
RNAV (GPS) Rwy 1L
RNAV (GPS) Rwy 19R
VOR/DME Rwy 1L
VOR Rwy 19R
NA when local weather not available.

KETCHIKAN, AK

KETCHIKAN
INTL ..... **ILS or LOC/DME Y Rwy 11[1]**
ILS or LOC/DME Z Rwy 11[1]
LOC/DME X Rwy 11[2]
[1]ILS, LOC, Categories A,B,C, 900-2; Category D, 900-2¼.
[2]Category A, 2400-2; Category B, 2700-2; Category C, 2900-3; Category D, 3200-3.

KING COVE, AK

KING COVE ..... **RNAV (GPS)-A**
Category A, 2000-6; Category B, 2100-6.

KING SALMON, AK

KING SALMON ..... **ILS or LOC/DME Rwy 12[12]**
LOC/DME BC Rwy 30[23]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Rwy 30[3]
VOR/DME or TACAN Rwy 30[3]
VOR or TACAN Rwy 12[3]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]Category E, 800-2¼.

KIVALINA, AK

KIVALINA ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

KLAWOCK, AK

KLAWOCK ..... **NDB/DME Rwy 2**
Categories A,B, 1200-2; Category C, 1200-3.

NAME ALTERNATE MINIMUMS

KODIAK, AK

KODIAK ..... **ILS or LOC/DME Y Rwy 25[1]**
RNAV (GPS) Rwy 25[2]
VOR Y Rwy 25[3]
[1]ILS, Category A, 600-2½; Category B,1000-2½; Category C, 1200-3; Category D, 1600-4. LOC, Category A,800-2½; Category B, 1000-2½; Category C, 1200-3; Category D, 1600-4.
[2]Category A, 800-2¾; Category B, 1000-2¾; Category C, 1200-3; Category D, 1600-3.
[3]Category B, 1000-2; Category C, 1200-3; Category D, 1600-3.

KOTZEBUE, AK

RALPH WIEN
MEMORIAL ..... **ILS or LOC/DME Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR/DME Rwy 9
VOR Rwy 27
VOR/DME Y Rwy 27
VOR/DME Z Rwy 27
NA when local weather not available.

KOYUK, AK

KOYUK ALFRED ADAMS ..... **NDB Rwy 1[1]**
NDB/DME Rwy 1[2]
RNAV (GPS) Rwy 1[2]
[1]Categories A,B, 900-2; Category C, 900-2¾.
[2]Category C, 800-2¼.

MANOKOTAK, AK

MANOKOTAK ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MARSHALL, AK

MARSHALL
DON HUNTER SR ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS)-A[2]
NA when local weather not available.
[1]Categories A,B, 1300-2.
[2]Category B, 1000-2.

MC GRATH, AK

MC GRATH ..... **LOC/DME Rwy 16[1]**
RNAV (GPS) Rwy 16[1]
VOR/DME-C[1]
VOR/DME or TACAN Rwy 16[1]
VOR-A[2]
[1]Category D, 900-2¾.
[2]Categories A,B, 1100-2; Categories C,D, 1100-3.

23 SEP 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

MEKORYUK, AK

MEKORYUK ..... **NDB-B**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
Category D, 800-2¼.

MINCHUMINA, AK

MINCHUMINA ..... **NDB Rwy 3[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[3]
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.

MOUNTAIN VILLAGE, AK

MOUNTAIN VILLAGE ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

NENANA, AK

NENANA MUNI ..... **NDB Rwy 4L**
RNAV (GPS) Rwy 4L
NA when local weather not available.

NEW STUYAHOK, AK

NEW STUYAHOK ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

NOATAK, AK

NOATAK ..... **NDB/DME Rwy 1**
NA when local weather not available.

NOME, AK

NOME ..... **NDB/DME Rwy 3**
NDB-A
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
VOR Rwy 28
Category D, 800-2½.

NUIQSUT, AK

NUIQSUT ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

PALMER, AK

PALMER MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS)-A
Category D, 800-2¼.
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PERRYVILLE, AK

PERRYVILLE ..... **RNAV (GPS) Rwy 2**
NA except Cats A, B, 1600-2 for operators with approved weather reporting service.

PETERSBURG, AK

PETERSBURG
JAMES A. JOHNSON ..... **LDA/DME-D**
Categories A,B, 2000-4; Category C, 2000-5.

PILOT POINT, AK

PILOT POINT ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

PLATINUM, AK

PLATINUM ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

PORT HEIDEN, AK

PORT HEIDEN ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
NA when local weather not available.

RUBY, AK

RUBY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

RUSSIAN MISSION, AK

RUSSIAN MISSION ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35[1]
NA when local weather not available.
[1]Categories A, B, 1400-2.

ST. GEORGE, AK

ST. GEORGE ..... **LOC/DME-C[1]**
RNAV (GPS) D[2]
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼.

ST. MARY'S, AK

ST. MARY'S ..... **LOC/DME Rwy 17**
NDB Rwy 35[1]
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
RNAV (GPS) Y Rwy 35[2]
RNAV (GPS) Z Rwy 35[2]
NA when St. Mary's weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.

ST. MICHAEL, AK

ST. MICHAEL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST. PAUL ISLAND, AK

ST. PAUL ISLAND ... **ILS or LOC/DME Rwy 36[1]**
LOC/DME BC Rwy 18[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[3]

[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D 800-2½.

SAND POINT, AK

SAND POINT ..... **NDB Rwy 13[1]**
NDB/DME Rwy 13[2]
NDB/DME Rwy 31[3]
RNAV (GPS) Rwy 13[4]

[1]Categories A,B, 1800-2; Categories C,D, 1800-3.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

SAVOONGA, AK

SAVOONGA ..... **RNAV (GPS) Rwy 5[1]**
RNAV (GPS) Rwy 23
VOR Rwy 23
VOR/DME Rwy 23

NA when local weather not available.
[1]Category D, 800-2¼.

SCAMMON BAY, AK

SCAMMON BAY ..... **RNAV (GPS) Rwy 10[1]**
RNAV (GPS) Rwy 28[2]
RNAV (GPS)-B[3]

NA when local weather not available.
[1]Categories A, B, 1100-2.
[2]Categories A, B, 1300-2.
[3]Categories A, B, 800-2¼.

SELAWIK, AK

SELAWIK ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Y Rwy 22
RNAV (GPS) Z Rwy 22
RNAV (GPS) Rwy 27
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

SITKA, AK

SITKA ROCKY GUTIERREZ ..... **VOR/DME-A**
Categories A,B,C,D, 800-2¼.

NAME ALTERNATE MINIMUMS

SOLDOTNA, AK

SOLDOTNA ..... **NDB/DME Rwy 7[1]**
NDB Rwy 25[1]
RNAV (GPS) Rwy 7[23]
RNAV (GPS) Rwy 25[3]
VOR-A[4]

[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TALKEETNA, AK

TALKEETNA ..... **NDB Rwy 36[1]**
RNAV (GPS) Rwy 36
VOR/DME Rwy 36[2]
VOR-A[2]

NA when local weather not available.
[1]Category A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[2]Category D, 800-2¼.

TANANA, AK

RALPH M. CALHOUN MEMORIAL ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.

TOGIAK VILLAGE, AK

TOGIAK ..... **NDB-B**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TOKSOOK BAY, AK

TOKSOOK BAY ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

UNALAKLEET, AK

UNALAKLEET ..... **LOC/DME Rwy 15**
RNAV (GPS)-A
RNAV (GPS) Rwy 33
VOR/DME-D,800-4
NA when local weather not available.

UNALASKA, AK

UNALASKA **NDB-A,**3000-4
NA when Unalaska weather not available.

VALDEZ, AK

VALDEZ PIONEER FIELD ..... **LDA/DME-H**
Categories A,B,C,D, 4500-5.

23 SEP 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

WAINWRIGHT, AK

WAINWRIGHT ..... **NDB Rwy 5**
NDB Rwy 23
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

WASILLA, AK

WASILLA ..... **RNAV (GPS) Rwy 3**
Categories A, B 1100-2.

WRANGELL, AK

WRANGELL ..... **LDA/DME-C,**5000-3[1]
LDA/DME-D,5000-3[1]
RNAV (GPS)-A[23]
[1]NA when Wrangell weather not available.
[2]Categories A, B, 2800-2; Categories C, D, 2800-3.
[3]NA when local weather not available.

23 SEP 2010 to 18 NOV 2010

ELMENDORF AFB, AK

ELEV **212**

ANCHORAGE (07298)

ANCHORAGE APP CON- 118.6 290.5 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR(A)(B) (C)	6	3.0°/56/1094	AB	**374**/18	200	(200-½)	CDE	**374**/24	200	(200-½)

(A) PAR available by NOTAM.
(B) Maintenance Period 1400-1600Z Monday and Wednesday.
(C) When ALS inoperative, increase RVR to 40 and vis to ¾ for all categories.

LADD AAF, AK

ELEV **454**

FAIRBANKS/FORT WAINWRIGHT (Amdt 9, 09295)

RADAR 1(D) **- FAIRBANKS APP CON -** 126.5 381.4 125.35 363.2 **(E)**

▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR (A)	25	3.0°/60/1150	ABCDE	**654**-½	200	(200-½)
PAR W/O GS (B)	25		AB	**960**-½	506	(600-½)
			CD	**960**-1	506	(600-1)
			E	**960**-1¼	506	(600-1¼)
CIR (C)	25		AB	**960**-1	506	(600-1)
			C	**1000**-1½	546	(600-1½)
			D	**1020**-2	566	(600-2)
			E	**1200**-2¾	746	(800-2¾)

(A) When ALS inop, increase CAT E vis to ¾ mile. (B) When ALS inop, increase CAT E vis to 1¾ miles.
(C) Circling not authorized N of Rwy 7-25. (D) Procedure NA when control tower closed.

23 SEP 2010 to 18 NOV 2010

23 SEP 2010 to 18 NOV 2010

LADD AAF, AK

ELEV **454**

FAIRBANKS/FORT WAINWRIGHT (Amdt 1, 09295)

RADAR 2(B) **- FAIRBANKS APP CON -** 126.5 381.4 125.35 363.2 **(E)**

▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR (C)	25		AB	**1120**-½	666	(700-½)	C	**1120**-1¼	666	(700-1¼)
			D	**1120**-1½	666	(700-1½)	E	**1120**-1¾	666	(700-1¾)
CIR (A)	25		AB	**1120**-1	666	(700-1)	C	**1120**-1¾	666	(700-1¾)
			D	**1120**-2	666	(700-2)	E	**1200**-2¾	746	(800-2¾)

(A) Circling not authorized N of Rwy 7-25. (B) Procedure NA when control tower closed. (C) When ALS inop, increase CAT E vis to 2¼ miles.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADAK ISLAND, AK

ADAK (ADK)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** Std. w/ min. climb of 370 feet per NM to 4400, or 4400-3 for climb in visual conditions. **Rwy 18,** NA-obstacles. **Rwy 23**, Std. w/ min. climb of 622 feet per NM to 4600, or 4400-3 for climb in visual conditions. **Rwy 36,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5,** Climb via 054° bearing from ADK NDB/DME to 4400, then climbing right turn to 5600 direct ADK NDB/DME. Continue climb in ADK NDB/DME holding pattern (hold, NE, RT, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: Cross ADK NDB/DME at or above 5600 before proceeding on course. **Rwy 23,** Climb to 4600 direct ADK NDB/DME and via 234° bearing from ADK NDB/DME then climbing left turn to 5600 direct ADK NDB/DME, continue climb in ADK NDB/DME holding pattern (hold, NE, RT, 234°nbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: cross ADK NDB/DME at or above 5600 before proceeding on course.

NAME	TAKE-OFF MINIMUMS

ADAK (ADK) (CON'T)

NOTE: **Rwy 5,** Rising terrain beginning 39' from departure end of runway, 470' left of centerline, up to 50' MSL. Rising terrain beginning 68' from departure end of runway, 244' right of centerline, up to 23' MSL. **Rwy 23,** Rising terrain beginning 17' from departure end of runway, 356' right of centerline, up to 283' MSL. Bush 1.8NM from departure end of runway, 1470' right of centerline, up to 10' AGL/507' MSL. Bush 2 NM from departure end of runway, 20' left of centerline, up to 10' AGL/504' MSL. Bush 3766' from departure end of runway, 142' right of centerline, 10' AGL/310' MSL.

AKHIOK, AK

AKHIOK (AKK)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** N/A-obstacles.

DEPARTURE PROCEDURE: **Rwy 4,** use JOGMO DEPARTURE.

AKIAK, AK

AKIAK (AKI)

ORIG 09239 (FAA)

DEPARTURE PROCEDURE: Use AKIAK DEPARTURE.

23 SEP 2010 to 18 NOV 2010

ALLAKAKET, AK

ALLAKAKET (6A8)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 240' to 5300, or 1200-2½ for climb in visual conditions. **Rwy 23,** std. w/ min. climb of 220' to 5300, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 052° to 3500 before proceeding on course. **Rwy 23,** climb via heading 232° to 2400 before proceeding on course. **Rwys 5, 23,** for climb in visual conditions: Cross Allakaket Airport at or above 1500 before proceeding on course.

NOTE: **Rwy 5,** tree 799' from DER, 606' right of centerline, 40' AGL/532' MSL. Tree 1297' from DER, 664' right of centerline 40' AGL/534' MSL. Tree 2007' from DER, 342' right of centerline 40' AGL/498' MSL.

ALLEN AAF (PABI)

DELTA JUNCTION/FORT GREELY,AK . 07354

DEPARTURE PROCEDURE: **Rwys 19, 25, 28** climbing right turn via heading 332° and BIG VORTAC R-287 to 3500, thence... **Rwys 1, 7, 10,** climbing left turn via heading 242° and BIG VORTAC R-287 to 3500, thence...

...for V444 westbound departures continue on course, all others turn right direct BIG VORTAC or DJN NDB and proceed via airway radials/bearings on course.

NOTE: **Rwy 1**, multiple trees and fence beginning 46' from DER, 326' right of centerline, up to 59' AGL/1284' MSL. **Rwy 7**, multiple trees, fence, and REILS beginning 32' from DER, left and right of centerline, up to 67' AGL/1329' MSL. **Rwy 10**, multiple trees, fence, and REILS beginning 41' from DER, left and right of centerline, up to 70' AGL/1331' MSL. **Rwy 19**, multiple trees and power poles beginning 415' from DER, left and right of centerline, up to 46' AGL/1337' MSL. Rwy 25, multiple trees and fence beginning 86' from DER, left and right of centerline, up to 45' AGL/1317' MSL. **Rwy 28**, multiple trees and REILS beginning 4' from DER, left and right of centerline, up to 47' AGL/1301' MSL.

AMBLER, AK

AMBLER (AFM)

ORIG 82077 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, turn right. **Rwy 18**, turn left, climb SE bound on 150° bearing from AMF NDB to 2000, then climb on course.

ANAKTUVUK PASS, AK

ANAKTUVUK PASS (AKP)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 2,** Use AKUMY DEPARTURE (RNAV).

ANCHORAGE, AK

TED STEVENS ANCHORAGE INTL (ANC)

AMDT 5 01305 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7L**, 3300-1, or std. with a minimum climb of 320' per NM to 3400'. **Rwy 7R**, 2800-1 or std. with a minimum climb of 290' per NM to 2900.

DEPARTURE PROCEDURE: Departures 020° CW to 160°. **Rwys 7L, 7R,** climb straight ahead to 2000 or ANC VOR/DME 9 DME/BGQ R-152, whichever comes first, then turn right to heading 190° to intercept ENA R-025. Continue in a climb to 5000, prior to proceeding on course. **Rwy 14**, turn right to 200°, climb to 2000, intercept the ENA R-025, climb to 5000 prior to proceeding on course. **Rwys 25L, 25R, 32,** climb direct ANC VOR/DME. Cross ANC VOR/DME at or above 4000, continue on course. If required, climb in a holding pattern, (SW, right turns, 053° inbound). Departures 161° CW to 270°. **Rwys 7L, 7R,14,** departure as above to 3000 prior to proceeding on course. **Rwys 25L, 25R, 32,** climb on course. Departures 271° CW to 019°. **Rwys 7L, 7R,** climb to 2000, or the ANC 11 DME, left turn, climb inbound on the BGQ R-145 to 3000, then climb on course. **Rwy 14,** turn right, climb on course. **Rwys 25L, 25R, 32,** climb on runway heading to 2000, then climb on course.

MERRILL FIELD (MRI)

TAKE-OFF MINIMUMS: **Rwys 4,22,** NA. **Rwy 25**, 400-1. **Rwy 16,** 500-1.

DEPARTURE PROCEDURE: **Rwy 34**, climb on runway heading to 500. **Rwy 7**, turn right after take-off, N bound (360°) through SE bound (170°) IFR departures, climb direct to Anchorage VORTAC/ Campbell Lake NDB to cross VORTAC/Campbell Lake NDB at or above MCA before proceeding on course.

ANIAK, AK

ANIAK (ANI)

AMDT 2 01081 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1800 before turning on course. **Rwy 28,** climb runway heading to 1300 before turning on course.

ANVIK, AK

ANVIK (ANV)

ORIG 08269 (FAA)

NOTE: **Rwy 17,** multiple trees beginning 56' from departure end of runway, 30' left of centerline, up to 50' AGL/436' MSL. Multiple trees beginning 87' from departure end of runway, 38' right of centerline, up to 50' AGL/349' MSL. **Rwy 35,** Multiple trees beginning 93' from departure end of runway, 129' left of centerline, up to 50' AGL/349' MSL. Multiple trees beginning 8' from departure end of runway, 10' right of centerline, up to 50' AGL/366' MSL.

ARCTIC VILLAGE, AK

ARCTIC VILLAGE (ARC)

ORIG 06047 (FAA)

DEPARTURE PROCEDURE: Use TUVVO DEPARTURE.

ATKA, AK

ATKA (AKA)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use HIMKI DEPARTURE. **Rwy 34,** use INOTY DEPARTURE.

ATQASUK, AK

ATQASUK EDWARD BURNELL SR MEMORIAL (ATK)

ORIG 10210 (FAA)

NOTE: **Rwy 6,** trees beginning 11' from DER, 433' right of centerline up to 15' AGL/114' MSL. **Rwy 24,** trees beginning 6' from DER, 449' left of centerline up to 15' AGL/114' MSL.

BARROW, AK

WILEY POST-WILL ROGERS MEMORIAL (BRW)

ORIG 10210 (FAA)

NOTE: **Rwy 25,** road 139' from DER, 464' left of centerline, 17' AGL/63' MSL. Road 231' from DER, 547' right of centerline, 17' AGL/60' MSL. Pole 468' from DER, 551' right of centerline, 68' AGL/72' MSL.

BARTER ISLAND, AK

BARTER ISLAND LRRS (BTI)

ORIG 09351 (FAA)

NOTE: **Rwy 7,** ship 26' from DER, 354' right of centerline, 50' MSL. **Rwy 25,** ship 215' from DER, 157' left of centerline, 50' MSL.

BEAVER, AK

BEAVER (WBQ)

ORIG 09239 (FAA)

NOTE: **Rwy 5,** multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1263' from DER, 373' right of centerline, up to 60' AGL/419' MSL. Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL. **Rwy 23,** multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/419' MSL.

BETHEL, AK

BETHEL (BET)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 1¼ or std. w/ min. climb of 245' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 1L,** tree 6' from departure end of runway, 218' right of centerline, 35' AGL/105' MSL. Tree 210' from departure end of runway, 251' left of centerline, 35' AGL/111' MSL. **Rwy 1R,** tree 125' from departure end of runway, 452' left of centerline, 35' AGL/125' MSL. **Rwy 12,** multiple trees beginning 508' from departure end of runway, 129' left of centerline, up to 35' AGL/144' MSL. **Rwy 19L,** multiple trees beginning 21' from departure end of runway, 175' right of centerline, up to 35' AGL/130' MSL. **Rwy 19R,** multiple trees beginning 21' from departure end of runway, 313' left of centerline, up to 35' AGL/130' MSL. **Rwy 30,** tree 95' from departure end of runway, 140' right of centerline, 35' AGL/128' MSL. Multiple towers 5771' from departure end of runway, 65' right of centerline, up to 147' AGL/297' MSL.

BETTLES, AK

BETTLES (BTT)

AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 400' per NM to 2500 or 3100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 012° to 2500 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC. For climb in visual conditions: cross Bettles VOR/DME at or above 3600 MSL before proceeding on course. **Rwy 19,** climb heading 192° to 1800 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC.

NOTE: **Rwy 1,** multiple trees beginning 450' from departure end of runway, 267' right of centerline, up to 47' AGL/691' MSL. Multiple trees beginning 80' from departure end of runway, 148' left of centerline, up to 16' AGL/664' MSL. Antenna on building 395' from departure end of runway, 161' right of centerline, 14' AGL/658' MSL, DME antenna 412' from departure end of runway, 205' right of centerline, 12' AGL/656' MSL. **Rwy 19,** multiple trees beginning 140' from departure end of runway, 94' right of centerline up to 38' AGL/670' MSL. Multiple trees beginning 286' from departure end of runway, 152' left of centerline, up to 26' AGL/658' MSL.

BIG LAKE, AK

BIG LAKE (BGQ)

AMDT 1 06159 (FAA)

TAKE-OFF MINIMUMS: **Rwy7,** 300-1 w/ a min. climb of 310' per NM to 700, or 900-2½ for climb in visual conditions. **Rwy 25,** 400-2 or std. w/ a min climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn direct to BGQ VORTAC, thence..., or for climb in visual conditions: cross Big Lake Airport at or above 900 then proceed direct BGQ VORTAC, thence...**Rwy 25,** climbing right turn direct to BGQ VORTAC, thence... ...climb in holding pattern (hold south, left turn, 350° inbound) to MCA or MEA for route of flight.

NOTE: **Rwy 7,** bushes beginning 33' from departure end of runway, 335' left of centerline, up to 10' AGL/259' MSL. Multiple trees beginning 1150' from departure end of runway, 310' left of centerline, up to 85' AGL/434' MSL. Multiple trees beginning 2412' from departure end of runway, 594' right of centerline, up to 85' AGL/302' MSL. Terrain beginning 1.7 NM from departure end of runway, 470' right of centerline, 549' MSL. **Rwy 25,** multiple trees beginning 33' from departure end of runway, 129' left of centerline, up to 85' AGL/495' MSL. Mulitple trees beginning 960' from departure end of runway, 185' right of centerline, up to 85' AGL/281' MSL. Terrain beginning 1.7 NM from departure end of runway, 1422' left of centerline, 511' MSL.

BUCKLAND, AK

BUCKLAND (BVK)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 325' per NM to 1800, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11,** climbing left turn to 3000 heading 280°, 314° bearing from BVK NDB and OTZ R-133 to OTZ VOR/DME, before proceeding on course, or for climb in visual conditions: cross Buckland Airport at or above 1800 MSL before proceeding on course. **Rwy 29,** climbing right turn to 3000 via BVK 314° bearing and OTZ R-133 to OTZ VOR/DME, before proceeding on course.

NOTE: **Rwy 11,** tower 1494' from departure end of runway, 112' right of centerline, 45' AGL/120' MSL. Trees 800' from departure end of runway, left and right of centerline, 50' AGL/99' MSL, tree 6001' from departure end of runway, 1169' left of centerline, 50' AGL/199' MSL.

CAPE LISBURNE LRRS (PALU)

CAPE LISBURNE, AK . . . . . AMDT 3, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 8,** use CAPE LISBURNE DEPARTURE. **Rwy 26,** NA.

TAKE-OFF OBSTACLES: **Rwy 8,** Rising terrain to 645' MSL, from DER out to 1.4 NM, from 197' to 992' right of centerline increasing to SE. Buildings and barge area to 80' MSL, 8' inward of DER, 56' to 84' left of centerline and 486' right of centerline. Buildings to 174' MSL, 2593' beyond DER, from 129' to 625' right of centerline.

CAPE NEWENHAM LRRS (PAEH)

CAPE NEWENHAM, AK . . . . .AMDT 2, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 14,** NA. **Rwy 32,** use CAPE NEWENHAM DEPARTURE.

TAKE-OFF OBSTACLES: **Rwy 32,** terrain, 271' MSL, 500' right of centerline. Terrain, 249' MSL, 209' from DER, 390' right of centerline.

CAPE ROMANZOF LRRS (PACZ)

CAPE ROMANZOF, AK . . . . . AMDT 3, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 20,** use CAPE ROMANZOF DEPARTURE.

TAKE-OFF OBSTACLES: **Rwy 20:** DME antenna, 455' MSL, 38' prior to DER, 252' left of centerline. Terrain, 464' MSL, 47' from DER, 512' left of centerline. Terrain, 462' MSL, 237' from DER, 563' left of centerline. Terrain, 437' MSL, 379' from DER, 507' left of centerline. Terrain, 423' MSL, 24' from DER, 310' left of centerline.

CHALKYITSIK, AK

CHALKYITSIK (CIK)
ORIG 09239 (FAA)

NOTE: **Rwy 3,** tree 330' from DER, 355' left of centerline, 15' AGL/564' MSL. Tree 1291' from DER, 191' right of centerline 15' AGL/564' MSL. **Rwy 21,** tree 237' from DER, 92' left of centerline, 15' AGL/564' MSL. Tree 692' from DER, 346' left of centerline, 15' AGL/564' MSL. Tree 909' from DER, 472' right of centerline, 15' AGL/564' MSL.

CHEVAK, AK

CHEVAK (VAK)
ORIG 07298 (FAA)

NOTE: **Rwy 2,** vegetation beginning 76' from departure end of runway, 210' left of centerline, up to 15' AGL/89' MSL. **Rwy 20,** vegetation beginning 71' from departure end of runway, 231' left of centerline, up to 15' AGL/89' MSL.

CHUATHBALUK, AK

CHUATHBALUK (9A3)
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: see EBSIH DEPARTURE.

CLARKS POINT, AK

CLARKS POINT (CLP)
ORIG 10042 (FAA)

NOTE: **Rwy 18,** trees and terrain beginning 50' from DER, 283' left of centerline, up to 35' AGL/201' MSL. **Rwy 36,** trees and terrain beginning 12' from DER, 168' left and right of centerline, up to 35' AGL/159' MSL.

COLD BAY, AK

COLD BAY (CDB)
AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 900-2 1/2 or std. w/ min. climb of 400' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8, 14,** Climbing left turn direct ELF NDB or CDB VORTAC, thence... **Rwy 26,** Climbing right turn direct ELF NDB or CDB VORTAC, thence.... **Rwy 32,** Climb direct to ELF NBD or CDB VORTAC, thence...

...Climb in ELF NDB holding pattern (NW, LT, 144° inbound) or CDB VORTAC holding pattern (NW, LT, 145° inbound) to MEA for direction of flight.

NOTE: **Rwy 14,** Antenna on building, 480' from departure end of runway, 237' left of centerline, 17' AGL/106' MSL. Ground 1' from departure end of runway, 300' left of centerline, 3' AGL/92' MSL. **Rwy 26,** Ground, 50' from departure end of runway, 297' right of centerline, 8' AGL/93' MSL. Road, 311' from departure end of runway, 259' left of centerline, 14' AGL/99' MSL. Road, 372' from departure end of runway, 7' right of centerline, 12' AGL/97' MSL.

COLDFOOT, AK

COLDFOOT (CXF)
ORIG 05244 (FAA)

DEPARTURE PROCEDURE: **Rwy 19,** Use BETTLES DEPARTURE.

CORDOVA, AK

MERLE K. (MUDHOLE) SMITH (CDV)
AMDT 6 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA- ATC. **Rwy 27,** std., do not exceed 210 knots until established on 200° bearing from GCR NDB. **Rwy 34,** NA- obstacles and ATC.

NOTE: **Rwy 9,** DME required.

NOTE: **Rwy 27,** ADF required.

DEPARTURE PROCEDURE: **Rwy 9,** climb to assigned altitude east on I-CDV course to FORAT/I-CDV 44.6 DME before proceeding on course. **Rwy 27,** climbing left turn via 200° bearing from GCR NDB to EYAKS Int, thence...

...climb in EYAKS Int holding pattern (S, RT, 020° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 9,** multiple trees and bushes beginning 149' from departure end of runway, 150' right of centerline, up to 27' AGL/119' MSL. Multiple trees, bushes, and poles beginning 197' from departure end of runway, 106' left of centerline, up to 27' AGL/130' MSL. **Rwy 27,** multiple poles and bushes beginning 162' from departure end of runway, 261' right of centerline, up to 27' AGL/53' MSL. Multiple trees beginning 69' from departure end of runway, 431' left of centerline, up to 27' AGL/48' MSL.

DEERING, AK

DEERING (DEE)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 360' per NM to 800, or 1100-2 ½ for climb in visual conditions. **Rwy 29,** 300-1½ or std. w/ min. climb of 270' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 11,** for climb in visual conditions, cross Deering Airport at or above 1000 before proceeding on course. **Rwy 20,** climb heading 204° to 600 before turning left.

NOTE: **Rwy 2,** tree 82' from DER, 6' right of centerline, 30' AGL/55' MSL. Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL. **Rwy 11,** trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL. Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL. Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL. Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL. **Rwy 20,** trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.

DILLINGHAM, AK

DILLINGHAM (DLG)
AMDT 3 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading between 023° CW to 191° from departure end of runway or minimum climb of 265' per NM to 3100' for all other courses. **Rwy 19,** climb heading 191° to 800' before turning right.

NOTE: **Rwy 1,** vehicle on road 191' from departure end of runway, left and right, up to 15' AGL/75' MSL. Multiple trees, poles, fence and antenna 833' from departure end of runway, 222' right of centerline, up to 58' AGL/165' MSL. Multiple trees and poles beginning 1607' from departure end of runway, 222' left of centerline, up to 58' AGL/189' MSL. **Rwy 19,** building and multiple trees beginning 177' from departure end of runway, 191' right of centerline, up to 49' AGL/118' MSL. Multiple trees, antenna and poles beginning 129' from departure end of runway, 234' left of centerline, up to 38' AGL/114' MSL.

EGEGIK, AK

EGEGIK (EII)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

EIELSON AFB (PAEI)

FAIRBANKS, AK 07242

DEPARTURE PROCEDURE: Comply with assigned SID, or: **Rwy 32,** standard with Climb Gradient of 250 ft/NM to 3800. **Rwy 14,** standard with Climb Gradient of 280 ft/NM to 3500.

VCOA DEPARTURE: Climb in Visual Conditions (Minimum Ceiling 2000', Minimum Visibility 3.00 SM) within 6.66 NM of PAEI airport, cross PAEI airport at or above 2400' MSL before proceeding on course. Max Airspeed 250 KIAS.

NOTE: **Rwy 32,** 85' AGL trees 2700' from departure end of runway, 1200' right of centerline. 70' AGL trees 3300' from departure end of runway, 1000' left of centerline. 85' AGL trees 1600' from departure end of runway, 850' left of centerline.

ELIM, AK

ELIM (ELI)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 19,** use ELIM (RNAV) DEPARTURE.

23 SEP 2010 to 18 NOV 2010

ELMENDORF AFB (PAED)

ANCHORAGE, AK 10098

TAKE-OFF MINIMUMS: **Rwy 16,** NA. Rwy 34, 200-½, or standard with minimum climb rate of 210' per NM to 700.

TEXTUAL DEPARTURE: **Rwy 6,** south through northbound (239° CW 341°) climb on course, maintain FL200 or ATC assigned altitude. North through southbound (342° CW 238°) departures not authorized. **Rwy 24,** south through northbound (259° CW 009°) climb on course, maintain FL200 or ATC assigned altitude. North through southbound (010° CW 258°) departures not authorized. **Rwy 34,** south through northbound (180° CW 319°), cross departure end of runway at or above 10' AGL/222' MSL and climb on course, maintain FL200 or ATC assigned altitude. North through southbound (320° CW 179°) departures not authorized.

NOTE: **Rwy 6,** 210' MSL Terrain, 15' to 325' from DER, 83' to 500' left of centerline. 259' MSL road, 1578' to 2215' from DER, 290' to 795' left of centerline. 255' MSL road, 1445' from DER, 383' right of centerline. **Rwy 24,** 195' MSL terrain, 50' to 260' from DER, 500' to 570' right of centerline. 241' MSL terrain, 2210' to 2240' from DER, 1000' to 1100' right of centerline. **Rwy 34,** 305' MSL terrain and fence line, 2215' from DER, 1100' right of centerline. **VCOA Departure Rwy 6:** Climb in visual conditions (Minimum Ceiling 5700', Minimum Visibility 3.0 SM) within 6.8 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS. **VCOA Departure Rwy 24:** Climb in visual conditions (Minimum Ceiling 5800', Minimums Visibility 3.0 SM) within 7.4 NM of PAED airport. Cross PAED airport at or above 5900' MSL before proceeding on course. Max airspeed 250 KIAS. **VCOA Departure Rwy 34:** Climb in visual conditions (Minimum Ceiling 5700', Minimum Visibility 3.0 SM) within 7.0 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS.

EMMONAK, AK

EMMONAK (ENM)
ORIG 07074 (FAA)

NOTE: **Rwy 34,** bush 11' from departure end of runway, 146' left of centerline, 5' AGL/17' MSL.

FAIRBANKS, AK

FAIRBANKS INTL (FAI)
AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2L, 2R,** std. w/ min. climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 2L, 2R,** climb heading 032° to 2600 before proceeding on course. **Rwys 20L, 20R,** climb heading 197° to 2600 before proceeding on course.

NOTE: **Rwy 2L,** terrain 11' from DER, 166' left of centerline 440' MSL. Building 331' from DER, 252' left of centerline, 13' AGL/448' MSL. **Rwy 2R,** tank 32' from DER, 359' left of centerline 6' AGL/439' MSL. Terrain 52' from DER, 389' left of centerline, 440' MSL. Building 188' from DER, 450' left of centerline, 9' AGL/442' MSL. Aircraft 211' from DER, 456' right of centerline, 8' AGL/441' MSL. Terrain beginning 132' from DER, 208' right of centerline, up to 447' MSL. Tree 502' from DER, 369' left of centerline, 15' AGL/448' MSL. **Rwy 20L,** terrain 9' from DER, 130' left of centerline, 437' MSL. Terrain 89' from DER, 467' right of centerline, 443' MSL. Multiple trees beginning 335' from DER, 459' right of centerline up to 68' AGL/521' MSL. Multiple trees beginning 870' from DER, 188' left of centerline, up to 60' AGL/491' MSL. **Rwy 20R,** building 7' from DER, 425' right of centerline, 22' AGL/447' MSL. Terrain beginning 194' from DER, 122' left of centerline, up to 453' MSL. Terrain beginning 34' from DER, 66' right of centerline, up to 457' MSL.

FORT YUKON, AK

FORT YUKON (FYU)
AMDT 1 07130 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 500' from departure end of runway, 130' right of centerline, up to 30' AGL/479' MSL. **Rwy 22,** multiple trees beginning at departure end of runway, 204' left of centerline, up to 30' AGL/501' MSL, vehicle on road at departure end of runway, 188' left of centerline, 15' AGL/464' MSL.

GALENA, AK

EDWARD G. PITKA, SR (GAL)
ORIG 10098 (FAA)

NOTE: **Rwy 7,** trees beginning 8' from DER, 313' right of centerline, up to 50' AGL/192' MSL. Trees 1728' from DER, 947' left of centrline, up to 50' AGL/211' MSL. Vehicles on levee 175' from DER, left and right of centerline, up to 17' AGL/176' MSL. **Rwy 25,** trees beginning 55' from DER, left and right of centerline, up to 50' AGL/187' MSL. Vehicles on levee 280' from DER, 183' left of centerline up to 17' AGL/177' MSL. Pole 370' from DER, 139' left of centerline, 21' AGL/168' MSL. Antennas on buildings 360' from DER, 260' right of centerline, up to 19' AGL/166' MSL. Building 160' from DER, 160' left of centerline, 15' AGL/160' MSL. Obstruction light on levee 421' from DER, 91' left of centerline 18' AGL/165' MSL. Localizer antenna 422' from DER, on centerline 18' AGL/165' MSL.

GAMBELL, AK

GAMBELL (GAM)
AMDT 1 90347 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,34,** climb on runway heading to 1000 before proceeding on course.

GOLOVIN, AK
GOLOVIN (GLV)
ORIG 05356 (FAA)
DEPARTURE PROCEDURE: Use NOME DEPARTURE.

GULKANA, AK
GULKANA (GKN)
AMDT 7 07018 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** climb via heading 148° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence. . . .**Rwy 33,** climb via heading 328° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence. . . .
. . . .climb in holding pattern (GKN VOR/DME hold NW, right turn, 143° inbound), (GLA NDB hold NW, right turn, 143° inbound) to cross GKN VOR/DME at or above 4000 or GLA NDB at or above 10000.
NOTE: **Rwy 15,** multiple trees beginning 1175' from departure end of runway, 709' right of centerline, up to 40' AGL/1599' MSL. Multiple trees beginning 1194' from departure end of runway, 668' left of centerline up to 40' AGL/1599' MSL. **Rwy 33,** multiple trees and vehicles beginning 478' from departure end of runway, 514' left of centerline up to 40' AGL/1639' MSL. Multiple trees beginning 746' from departure end of runway, 631' right of centerline up to 40' AGL/1639' MSL.

GUSTAVUS, AK
GUSTAVUS (GST)
AMDT 2 03359 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 1500-2½ for climb in visual conditions. **Rwy 11,** std. with a min. climb of 260' per NM to 1200 or 1500-2½ for climb in visual conditions. **Rwy 20,** std. with a min. climb of 290' per NM to 1400 or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 11,** climb via SSR VORTAC R-288 to SSR VORTAC, or via 287° bearing from EEF NDB to EEF NDB, or climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 20,** left turn via 155° heading and SSR VORTAC R-280 (282° bearing from EEF NDB) inbound to SSR VORTAC/EEF NDB, or climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 29,** left turn via 195° heading and SSR VORTAC R-280 (282° bearing from EEF NDB) inbound to SSR VORTAC/EEF NDB. **All aircraft** maintain 5500.

HOLY CROSS, AK
HOLY CROSS (HCA)
AMDT 2 09239 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 1000 before proceeding on course. **Rwy 19,** climb heading 193° to 1000 before proceeding on course.
NOTE: **Rwy 1,** multiple trees beginning 11' from DER, 163' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 14' from DER, 140' left of centerline, up to 60' AGL/159' MSL. **Rwy 19,** multiple trees beginning 21' from DER, 98' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 47' from DER, 117' left of centerline, up to 60' AGL/159' MSL.

HOMER, AK
HOMER (HOM)
AMDT 1 80248 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to heading 240° to intercept and track out-bound on HOM R-200 or 210° bearing from ACE NDB. **Rwy 21,** climb runway heading to intercept HOM R-200 or 210° bearing from ACE NDB. Northwest bound through Northeast bound (321° CW 030°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then direct HOM VOR/DME or ACE NDB. Cross HOM VOR/DME or ACE NDB at or above 4000, then climb on course. Northeast bound through Southeast bound (031° CW 150°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then direct HOM VOR/DME or ACE NDB. Cross HOM VOR/DME or ACE NDB at or above 5000, then climb on course. Southeast bound through Southwest bound (151° CW 199°), climb to 3400 via HOM R-200 or 210° bearing from ACE NDB then climb on course. Southwest bound through Northwest bound (200° CW 320°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then climb on course or comply with published Homer, Alaska SID.

HOOPER BAY, AK
HOOPER BAY (HPB)
ORIG-A 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 31,** climb heading 316° to 800 before turning east.
NOTE: **Rwy 13,** mobile crane 527' from DER, 144' right of centerline, 87' AGL/114' MSL. Pole 453' from DER, 446' left of centerline, 6' AGL/33' MSL, road 349' from DER, on centerline, 15' AGL/28' MSL, light on wind indicator 590' from DER, 389' left of centerline, 7' AGL/34' MSL, hanger 132' from DER, 361' left of centerline, 12' AGL/19' MSL.

HUSLIA, AK
HUSLIA (HLA)
ORIG 08269 (FAA)
NOTE: **Rwy 3,** mulitiple trees beginning 115' from departure end of runway, 278' right of centerline, up to 20' AGL/261' MSL. Multiple trees beginning 181' from departure end of runway, 20' left of centerline, up to 20' AGL/275' MSL. **Rwy 21,** pole 1125' from departure end of runway, 795' right of centerline, 76' AGL/260' MSL. Multiple trees and bushes beginning 169' from departure end of runway, 164' left of centerline, up to 20' AGL/284' MSL. Mulitiple trees and bushes beginning 141' from departure end of runway, 204' right of centerline, up to 20' AGL/260' MSL.

IGIUGIG, AK

IGIUGIG (IGG)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 13' from departure end of runway, 154' right of centerline, up to 60' AGL/159' MSL. **Rwy 23,** trees beginning 13' from departure end of runway, 153' left of centerline, up to 60' AGL/209' MSL.

ILIAMNA, AK

ILIAMNA (ILI)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 400' per NM to 2900, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100, then climbing right turn via 278° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003°inbound) to 4500 before proceeding enroute. **Rwy 17,** climb to 2100, then climbing left turn via 328° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute. **Rwy 25,** climb heading 240° to 2100, then climbing left turn via 041° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003°inbound) to 4500 before proceeding enroute. **Rwy 35,** climb to 2900, then climbing left turn via 139° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute or for climb in visual conditions: Cross Iliamna airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 7,** WSK 1' from DER, 358' left of centerline, 16' AGL/160' MSL. Tree 304' from DER, 363' left of centerline, 11' AGL/155' MSL. **Rwy 17,** trees beginning 59' from DER, 442' right of centerline, up to 30' AGL/199' MSL. **Rwy 25,** trees beginning 76' from DER, 211' right of centerline, up to 30' AGL/262' MSL. Trees beginning 208' from DER, 12' left of centerline, up to 30' AGL/263' MSL. **Rwy 35,** trees beginning 85' from DER, 18' left of centerline, up to 30' AGL/239' MSL. Trees beginning 757' from DER, 39' right of centerline, up to 30' AGL/238' MSL. Bushes beginning 247' from DER, 281' left of centerline, up to 30' AGL/205' MSL. Bush 434' from DER, 258' right of centerline, 11'AGL/194' MSL. Vehicle on road 436' from DER, 407' left of centerline, up to 15' AGL/219' MSL.

INDIAN MOUNTAIN LRRS (PAIM)

UTOPIA CREEK, AK. . . . . .ORIG, 09015

Diverse departures not authorized.

TAKEOFF MINIMUMS: **Rwy 6,** 3500-3 for climb in visual conditions. **Rwy 24,** NA.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions: Remain within 5.8 NM of Indian Mountain Airport, cross UTO NDB at or above 4600 before proceeding via published route. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 6,** Terrain, 1012' MSL, 634' from DER, 670' right of centerline. Terrain, 994' MSL, 147' from DER, 506' right of centerline. Terrain, 1110' MSL 4800' from DER 1787' left of centerline. Buiding 22' AGL/1417' MSL, 34' prior to DER, 421 right of centerline. Tree line, 60' AGL/ 1110' MSL, 689' from DER, 387' left of centerline.

JUNEAU, AK

JUNEAU INTL (JNU)

AMDT 3 07018 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26,** Use CINGA DEPARTURE.

KAKE, AK

KAKE (AFE)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: Use KAKE DEPARTURE.

KALSKAG, AK

KALSKAG (KLG)

AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA-high terrain.

DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 243° to 1000 before proceeding on course.

NOTES: **Rwy 24,** numerous trees beginning 1000' from departure end of runway, on centerline, up to 100' AGL/ 154' MSL. Numerous trees beginning 750' from departure end of runway, 500' right of centerline, up to 100' AGL/154' MSL. Numerous trees beginning 960' left of centerline, up to 100' AGL/154' MSL.

KALTAG, AK

KALTAG (KAL)

ORIG 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ a min. climb of 460' per NM to 4000, or 1300-3 for climb in visual conditions. **Rwy 21,** std. w/ a min. climb of 481' per NM to 4000, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via 029° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course. **Rwy 21,** climb via 209° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course.

TAKE-OFF NOTE: **Rwy 3,** trees 400' from departure end of runway, 400' right of centerline, 50' AGL/250' MSL.

KENAI, AK

KENAI MUNI (ENA)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwys 1L/R,** climb on a heading between 300° clockwise to 190° from departure end of runway. **Rwys 19L/R,** climb heading 192° to 1100, then climb on a heading between 222° counter clockwise to 010° from departure end of runway.

NOTE: **Rwy 1L,** multiple trees beginning 58' from departure end of runway, 349' right of centerline, up to 60' AGL/113' MSL. Multiple trees beginning 67' from departure end of runway, 376' left of centerline, up to 60' AGL/121' MSL. **Rwy 1R,** tree 1034' from departure end of runway, 264' right of centerline, 60' AGL/134' MSL. Multiple trees beginning 314' from departure end of runway, 477' left of centerline, up to 60' AGL/108' MSL. **Rwy 19L,** multiple buildings and antennas beginning 2053' from departure end of runway, 662' left of centerline, up to 63' AGL/169' MSL. **Rwy 19R,** multiple bushes and trees 24' from departure end of runway, 90' right of centerline, up to 60' AGL/148' MSL. Multiple trees beginning 986' from departure end of runway, 160' left of centerline, upt o 60' AGL/147' MSL. Pole 492' from departure end of runway, 600' left of centerline, 33' AGL/125' MSL.

KETCHIKAN, AK

KETCHIKAN INTL (KTN)

AMDT 8 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 11,** use KETCHIKAN DEPARTURE. **Rwy 29,** use SKOWL DEPARTURE.

KIANA, AK
BOB BAKER MEMORIAL (IAN)
ORIG-A 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 6,** Use SELAWIK DEPARTURE.

KING COVE, AK
KING COVE (KVC)
ORIG-A 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 7,** Use Cold Bay RNAV departure.

KING SALMON, AK
KING SALMON (AKN)
AMDT 1 08269 (FAA)
NOTE: **Rwy 12,** trees beginning 549' from departure end of runway, 353' left of centerline, up to 30' AGL/108' MSL. **Rwy 36,** trees beginning 750' from departure end of runway, 265' left of centerline, up to 30' AGL/93' MSL. Bush and trees beginning 59' from departure end of runway, 180' right of centerline, up to 30' AGL/87' MSL.

KIPNUK, AK
KIPNUK (IIK)
ORIG 09351 (FAA)
NOTE: **Rwys 15, 33,** trees beginning at DER left and right of centerline up to 35' AGL/55' MSL.

KLAWOCK, AK
KLAWOCK (AKW)
AMDT 3 10266(FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-Obstacles. **Rwy 20,** std. w/ min. climb of 422' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 20,** climb heading 195° to 2000, then climbing right turn to 6000 via heading 310° to intercept bearing 234° from AKW NDB/DME to AKW NDB/DME, then on bearing 015° from AKW NDB/DME to UDENE INT/ANN VOR/DME 59 DME, continue climb in UDENE holding pattern (hold West, right turn, 110° inbound) to cross UDENE INT at or above MEA before proceeding on course.
NOTE: **Rwy 20,** trees beginning 4811' from DER, 1716' right of centerline, up to 158' AGL/557' MSL. Trees 5964' from DER, 1370' left of centerline, up to 158' AGL/357' MSL.

KOBUK, AK
KOBUK (OBU)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ a min. climb of 661' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn via heading 220° and AMF NDB 283° course to AMF NDB before proceeding on course. **Rwy 27,** climb via heading 267° and AMF NDB 283° course to AMF NDB before proceeding on course.
NOTE: **Rwy 9,** multiple trees beginning 169' from departure end of runway, 36' right of centerline, up to 50' AGL/199' MSL. Multiple trees beginning 231' from departure end of runway, 385' left of centerline, up to 50' AGL/199' MSL. **Rwy 27,** multiple trees beginning 79' from departure end of runway, 220' left of centerline, up to 50' AGL/182' MSL. Multiple trees beginning 17' from departure end of runway, 299' right of centerline, up to 50' AGL/249' MSL.

KODIAK, AK
KODIAK (ADQ)
AMDT 2 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** NA-terrain.
DEPARTURE PROCEDURE: **Rwys 7, 11, 18, 29, 36,** Use KODIAK DEPARTURE.

KOKHANOK, AK
KOKHANOK (9K2)
ORIG 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** 400-1½ or std. w/ min. climb of 420' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (South, right turn, 360° inbound) to cross ILI NDB/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (South, right turn, 360° inbound) to cross ILI NDB/DME at or above MEA for route of flight.
NOTE: **Rwy 6,** multiple trees beginning 58' from departure end of runway, 40' left of centerline, up to 60' AGL/309' MSL. Multiple trees beginning 240' from departure end of runway, 86' right of runway centerline, up to 60' AGL/459' MSL. **Rwy 24,** multiple trees beginning 3356' from departure end of runway, 914' left of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 3723' from departure end of runway, 689' right of centerline, up to 60' AGL/209' MSL.

23 SEP 2010 to 18 NOV 2010

KOLIGANEK, AK

KOLIGANEK (JZZ)
AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-2 or std. w/ min. climb of 205' per NM to 700', or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 087° to 900 before turning North. **Rwy 27,** climb heading 267° to 1500 before turning North.

NOTE: **Rwy 9,** multiple trees beginning 133' from DER, 29' right of centerline, up to 50' AGL/399' MSL. Multiple trees beginning 263' from DER, 194' left of centerline, up to 50' AGL/399' MSL. **Rwy 27,** multiple bushes and powerlines beginning 76' from DER, 76' left of centerline, up to 50' AGL/309' MSL. Bushes and trees beginning 242' from DER, 4' right of centerline, up to 50' AGL/309' MSL.

KOTZEBUE, AK

RALPH WIEN MEMORIAL (OTZ)
AMDT 3 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1¼ or std. w/ min. climb of 280' per NM to 300.

NOTE: **Rwy 9,** multiple bushes beginning 735' from departure end of runway, 265' right of centerline, up to 15' AGL/136' MSL. Multiple bushes beginning 1122' from departure end of runway, 2' left of centerline, up to 15' AGL/105' MSL. Car, tower and obstruction light VOR/DME beginning 4114' from departure end of runway, on centerline, up to 27' AGL/147' MSL. **Rwy 18,** vehicle on road, 12' from departure end of runway, on centerline, 15' AGL/25' MSL. Tower 5819' from departure end of runway, 1690' left of centerline, 100'AGL/218'MSL. **Rwy 27,** vehicle on road, 79' from departure end of runway, on centerline, 15'AGL/25'MSL, sign 68' from departure end of runway, 367' right of centerline, 5' AGL/18' MSL. Sign 77' from departure end of runway, 248' left of centerline, 5' AGL/18' MSL. **Rwy 36,** multiple towers beginning 378' from departure end of runway, 533' left of centerline, up to 66' AGL/ 76' MSL. Rod on obstruction light AMOM 312' from departure end of runway, 299' right of centerline, 15' AGL/ 38' MSL. Vehicle on road, 11' from departure end of runway, on centerline, 15' AGL/24' MSL.

KOYUK, AK

KOYUK ALFRED ADAMS (KKA)
AMDT 109239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** NA-Obstacles.

DEPARTURE PROCEDURE:**Rwy 19,** climb heading 188° to 800 before proceeding on course.

NOTE: **Rwy 19,** multiple trees beginning 35' from DER, 12' right of centerline, up to 30' AGL/279' MSL.

KOYUKUK, AK

KOYUKUK (KYU)
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: Use DIBVY DEPARTURE.

KWETHLUK, AK

KWETHLUK (KWT)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 240' per NM to 500.

NOTE: **Rwy 18,** trees beginning 292' from departure end of runway, 373' right of centerline, up to 35' AGL/ 63' MSL. Trees beginning 341' from departure end of runway, 399' left of centerline, up to 35' AGL/134' MSL. **Rwy 36,** trees beginning 95' from departure end of runway, 491' left of centerline, up to 35' AGL/84' MSL. Trees beginning 203' from departure end of runway, 396' right of centerline, up to 18' AGL/42' MSL.

KWIGILLINGOK, AK

KWIGILLINGOK (GGV)
ORIG 04162 (FAA)

NOTE: **Rwy 15,** trees 25' from departure end of runway, 325' right of centerline, 35' AGL/53' MSL. **Rwy 33,** trees 60' from departure end of runway, 80' right of centerline, 35' AGL/53' MSL.

LADD AAF (PAFB)

FAIRBANKS/FORT WAINWRIGHT, AK
. . . . . .AMDT 1 09295

DEPARTURE PROCEDURE: **Rwy 25,** Climbing left turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course. **Rwy 7,** Climbing right turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.

MANOKOTAK, AK

MANOKOTAK (MBA)
AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight. **Rwy 21,** climbing left turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** trees beginning 1519' from DER, 899' right of centerline, up to 35' AGL/134' MSL. Trees beginning 595' from DER, 150' left of centerline, up to 35' AGL/134' MSL. Rising terrain 42' from DER, 136' right of centerline up to 105' MSL. Rising terrain 12' from DER, 301' left of centerline up to 102' MSL. **Rwy 21,** multiple trees beginning 136' from DER, 133' right of centerline, up to 35' AGL/109' MSL. Multiple buildings beginning 359' from DER, 343' left of centerline, up to 30' AGL/96' MSL.

MARSHALL, AK

MARSHALL DON HUNTER SR (MDM)
AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: use BIBNE RNAV DEPARTURE.

MC GRATH, AK

MC GRATH (MCG)
AMDT 2 09183(FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 425' per NM to 2200, or 2300-3 for climb in visual conditions. **Rwy 16,** std. w/ min. climb of 470' per NM to 1700, or 2300-3 for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 435' per NM to 2200, or 2300-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 420' per NM to 2200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 075° to 2200, then climbing right turn thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .**Rwy 16,** climb via heading 160° to 1700, then climbing left turn via heading 014° thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .**Rwy 26,** climb via heading 255° to 2200, then climbing right turn direct MCG VORTAC or VTR NDB, thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . . **Rwy 34,** climb via heading 340° to 2200, then climbing right turn heading 166° to MCG R-104 or direct VTR NDB thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .

. . .climb to 4000 southeast bound via MCG R-104, or 097° bearing from VTR NDB. Aircraft southeast bound (079° clockwise 119°) continue climb on course to MEA for route of flight. All others reverse course via the MCG R-104 to MCG VORTAC, or 277° course to VTR NDB, then continue climb on course to MEA for route of flight.

NOTE: **Rwy 8,** tower 532' from departure end of runway, 368' right of centerline, up to 60' AGL/400' MSL. **Rwy 16,** trees beginning 2.2 NM from departure end of runway, 2392' left of centerline, up to 80' AGL/1346' MSL.

MEKORYUK, AK

MEKORYUK (MYU)
AMDT 1 06327 (FAA)

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 900 before turning left.

NOTE: **Rwy 5,** tree 1028' from departure end of runway, 745' left of centerline, 15' AGL/114' MSL, tree 1619' from departure end of runway, 862' left of centerline, 15' AGL/114' MSL, road 41' from departure end of runway, 302' left of centerline, 15' AGL/50' MSL. **Rwy 23,** tree 75' from departure end of runway, 200' left of centerline, 15' AGL/64' MSL, tree 62' from departure end of runway, on centerline, 15' AGL/64' MSL, tree 482' from departure end of runway, 157' right of centerline, 15' AGL/114' MSL.

MINCHUMINA, AK

MINCHUMINA (MHM)
AMDT 2 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1600-3 for climb in visual conditions. Procedure NA at night

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: Cross MHM NDB north bound at or above 1600 MSL before proceeding on course. **Rwy 21,** climb via heading 204° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees 269' from departure end of runway, 540' left of centerline, 45' AGL/749' MSL. Trees 170' from departure end of runway, 340' left of centerline, 45' AGL/964' MSL.

MOUNTAIN VILLAGE, AK

MOUNTAIN VILLAGE (MOU)
AMDT 1 09239 (FAA)

NOTE: **Rwy 2,** vehicle on road abeam DER, 250' left of centerline, 15' AGL/364' MSL. **Rwy 20,** bushes beginning 100' from DER, 35' right of centerline, up to 15' AGL/314' MSL. Bushes beginning 140' from DER, 24' left of centerline, up to 15' AGL/314' MSL.

NAPAKIAK, AK

NAPAKIAK (WNA)
ORIG 08325 (FAA)

NOTE: **Rwy 16,** numerous trees beginning 47' from departure end of runway, 161' right of centerline, up to 13' AGL/30' MSL. Tree 465' from departure end of runway, 22' AGL/46' MSL. Numerous poles beginning 177' right of centerline, 273' right of centerline, up to 26' AGL/43' MSL. Rod on tower 359' from departure end of runway, 430' left of centerline, 30' AGL/47' MSL. Antenna 357' from departure end of runway, 408' right of centerline, 29' AGL/46' MSL. Catenary 215' from departure end of runway, 352' right of centerline, 19' AGL/36' MSL. Tree 206' from departure end of runway, 297' left of centerline, 15' AGL/32' MSL. Multiple buildings beginning 639' from departure end of runway, 414' left of centerline, up to 26' AGL/43' MSL. Tree 520' from departure end of runway, 437' right of centerline, 13' AGL/30' MSL.

NELSON LAGOON, AK

NELSON LAGOON (OUL)
ORIG 03359 (FAA)

DEPARTURE PROCEDURE: Use BINAL DEPARTURE.

NENANA, AK

NENANA MUNI (ENN)
AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 600-2½ or std. with a min. climb of 325' per NM to 1100. **Rwys 4R,4W, 22L, 22W,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 4L,** climbing right turn via heading 127° to 1900 then climbing right turn direct ENN VORTAC, thence...

Rwy 22R, climb via heading 218° to 1800 then climbing left turn direct ENN VORTAC, thence...

...continue climb in ENN VORTAC holding pattern (Southwest, left turn, 042° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 4L,** trees beginning 1.9 NM from DER, 3209' left of centerline, up to 60' AGL/859' MSL.

NEW STUYAHOK, AK

NEW STUYAHOK (KNW)

AMDT 1 07354 (FAA)

NOTE: **Rwy 14,** tree 700' from departure end of runway, 647' right of centerline, 60' AGL/409' MSL. Multiple trees beginning 549' from departure end of runway, 499' left of centerline, up to 60' AGL/434' MSL. **Rwy 32,** tree 743' from departure end of runway, 104' right of centerline, 60' AGL/445' MSL.

NIKOLAI, AK

NIKOLAI (FSP)

ORIG 06047 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn to 6000 via heading 224° and MCG VORTAC R-055 to MCG VORTAC, thence...**Rwy 22,** climb to 6000 via heading 224° and MCG VORTAC R-065 to MCG VORTAC, thence...

...continue climb in MCG VORTAC holding pattern (hold east, right turn, 280° inbound) to cross MCG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 145' from departure end of runway, 534' left of centerline, up to 50' AGL/549' MSL; multiple trees beginning 229' from departure end of runway, 531' right of centerline, 50' AGL/549' MSL. **Rwy 22,** multiple trees, power poles, and buildings beginning 48' from departure end of runway, 32' left of centerline, up to 50' AGL/549' MSL; multiple trees and power pole 365' from departure end of runway, 187' right of centerline, 30' AGL/471' MSL.

NOATAK, AK

NOATAK (WTK)

ADMT 1 07186 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 007° to 1900 before proceeding on course.

NOTE: **Rwy 1,** multiple buildings and trees beginning 475' from departure end of runway, 221' right of centerline, up to 30' AGL/104' MSL. Tower 1938' from departure end of runway, 875' left of centerline, 47' AGL/146' MSL.

NOME, AK

NOME (OME)

AMDT 5 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 467' per NM to 1800, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn direct NOME VOR/DME, thence...or climb in visual conditions to cross Nome Airport at or above 1200 before proceeding on course. **Rwy 10,** climb via heading 096° to 1200 thence...**Rwys 21, 28,** turn left direct NOME (OME) VOR/DME/FORT DAVIS (FDV) NDB, thence...departures northeast CW through west bound (040 CW 260), climb on course. Departures west through northeast bound (260 CW 040), climb south bound on OME R-138° or 145° bearing from FDV NDB to 2200 then turn right via direct NOME (OME) VOR/DME/FORT DAVIS (FDV) NDB. Continue climb on course.

NOTE: **Rwy 3,** bush 112' from departure end of runway, 250' left of centerline, 58' AGL/58' MSL. Bush 15' from departure end of runway, 315' right of centerline, 50' AGL/53' MSL. Bush 294' from departure end of runway, 445' right of centerline, 50' AGL/57' MSL. Pole 2116' from departure end of runway, 313' left of centerline, 90' AGL/100' MSL. Pole 1656' from departure end of runway 234' right of centerline, 78' AGL/88' MSL. Bush 147' from departure end of runway, 135' left of centerline, 40' AGL/49' MSL. Bush 81' from departure end of runway, 203' right of centerline, 40' AGL/47' MSL. Bush 283' from departure end of runway, 72' right of centerline, 40 ' AGL/48' MSL. Pole 2415' from departure end of runway, 495' left of centerline, 90' AGL/101' MSL. AAO 5.84 NM from departure end of runway, 3268' right of centerline, 200' AGL/1352' MSL. **Rwy 10,** pole 1754' from departure end of runway, 924' left of centerline, 83' AGL/93' MSL. Obstruction light on pole 1873' from departure end of runway, 612' left of centerline, 50' AGL/86' MSL. Obstruction light pole 419' from departure end of runway, 470' right of centerline, 28' AGL/48' MSL. Antenna on building 1075' from departure end of runway, 742' left of centerline, 33' AGL/63' MSL. Building 1101' from departure end of runway, 759' left of centerline, 27' AGL/63' MSL. Antenna on building 766' from departure end of runway, 588' right of centerline, 30' AGL/54' MSL. Truck on road 2' from departure end of runway, 500' right of centerline, 15' AGL/30' MSL. Obstruction light on pole 1729' from departure end of runway, 595' left of centerline, 50' AGL/71' MSL. Truck on road 209' from departure end of runway, 79' right of centerline, 15' AGL/30' MSL. Pole 1744' from departure end of runway, 569' left of centerline, 43' AGL/68' MSL. **Rwy 20,** truck on road 549' from departure end of runway, 249' right of centerline, 35' AGL/50' MSL. Road 625' from departure end of runway, 12' left of centerline, 32' AGL/47' MSL. Bush 803' from departure end of runway, 412' left of centerline, 8' AGL/50' MSL. Pole 1549' from departure end of runway, 471' left of centerline, 52' AGL/62' MSL. Pole 1594' from departure end of runway, 506' left of centerline, 52' AGL/62' MSL. Pole 1621' from departure end of runway, 342' left of centerline, 52' AGL/62' MSL. Ground 839' from departure end of runway, 388' right of centerline, 0' AGL/40' MSL. Pole 1756' from departure end of runway 85' left of centerline, 52' AGL/62' MSL. Ground 945' from departure end of runway, 344' left of centerline, 0' AGL/37' MSL.

23 SEP 2010 to 18 NOV 2010

NOME(CON'T.)

Rwy 28, pole 101' from departure end of runway, 520' left of centerline, 36' AGL/72' MSL. Pole 129' from departure end of runway, 521' left of centerline, 62' AGL/72' MSL. Building 422' from departure end of runway, 528' left of centerline, 32' AGL/57' MSL. Ground 906' from departure end of runway, 436' left of centerline, 0' AGL/60' MSL. Ground 374' from departure end of runway, 476' left of centerline, 0' AGL/36' MSL. Antenna on building 1335' from departure end of runway, 203' left of centerline, 31' AGL/51' MSL.

NONDALTON, AK

NONDALTON (5NN)
ORIG 06047 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 20,** Use ILIAMNA DEPARTURE.

NOORVIK, AK

ROBERT/BOB/CURTIS MEMORIAL (D76)
ORIG 10042 (FAA)
DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to a heading between 239° CW to 282° from DER to 3700 before proceeding on course, or minimum climb of 345' per NM to 2700 for all other courses. **Rwy 24,** climb on a heading between 104° CW to 309° from DER to 3700 before proceeding on course, or minmum climb of 265' per NM to 3500 for all other courses.
NOTE: **Rwy 6,** trees beginning at DER, 400' left and right of centerline, up to 20' AGL/119' MSL. **Rwy 24,** trees beginning at DER, 400' left and right of centerline, up to 20' AGL/94' MSL.

NORTHWAY, AK

NORTHWAY (ORT)
AMDT 2 07018 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to 4000 via ORT R-100, then climbing right turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . . **Rwy 23,** climbing left turn to 4000 via ORT R-170, then climbing left turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . .
. . . .continue climb via assigned route.
NOTE: **Rwy 5,** multiple trees beginning 1133' from departure end of runway, 727' right of centerline, up to 60' AGL/1859' MSL. Multiple trees beginning 3881' from departure end of runway, 1522' left of centerline, up to 60' AGL/1859' MSL. **Rwy 23,** multiple trees beginning 777' from departure end of runway, 560' left of centerline, up to 60' AGL/1809' MSL. Multiple trees beginning 1365' from departure end of runway, 527' right of centerline, up to 60' AGL/1809' MSL.

NUIQSUT, AK

NUIQSUT (AQT)
ORIG 10098 (FAA)
NOTE: **Rwy 4,** road with vehicles beginning 165' from DER, left and right of centerline, up to 15' AGL/89' MSL. **Rwy 22,** terrain beginning 211' from DER, 523' left of centerline to 450' right of centerline, up to 74' MSL.

NULATO, AK

NULATO (NUL)
ORIG 04330 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 700-2 ¾ with minimum climb of 356 feet per NM to 1300 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 024° to 1300 before proceeding on course or climb in visual conditions to cross Nulato Airport at or above 1300 before proceeding on course. **Rwy 20,** climb via heading 204° to 1500 before proceeding on course.
NOTE: **Rwy 2**, tree 3078' from departure end of runway 355' left of centerline 100' AGL 655' MSL. Tree 5041' from departure end of runway 154' right of centerline 100' AGL 699' MSL. Tree 1.03 NM from departure end of runway 122' right of centerline 100' AGL 799' MSL. Tree 1.24 NM from departure end of runway 705' left of centerline 100' AGL 899' MSL. Tree 1.44 NM from departure end of runway 2385' left of centerline 100' AGL 999' MSL. Tree 2.57 NM from departure end of runway 5740' left of centerline 100' AGL 1035' MSL. **Rwy 20,** tree 3.33 NM from departure end of runway 1.64 NM right of centerline 100' AGL 957' MSL. Tree 3.10 NM from departure end of runway 1.94 NM right of centerline 100' AGL 965' MSL. Tree 1.49 NM from departure end of runway 7.39 NM right of centerline 200' AGL 1850' MSL.

PALMER, AK

PALMER MUNI (PAQ)
AMDT 2 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwys 16,27,34,** Use PALMER RNAV DEPARTURE.

PERRYVILLE, AK

PERRYVILLE (PEV)
AMDT 1 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwy2,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy20,** Use CILAC (RNAV) DEPARTURE.

PETERSBURG, AK

PETERSBURG JAMES A. JOHNSON (PSG)
TAKE-OFF MINIMUMS: **Rwys 4,22,** turn left; climb VFR to 2000-3 or 1000-3 with a min. climb of 300' per NM to 5000. Night IFR, NA for **Rwy 22.**
DEPARTURE PROCEDURE: **Rwy 4** turn left, **Rwy 22,** turn right immediately;climb VFR to 2000 (1000 with 300/NM climb restriction) within 1.5 miles NW of airport; depart from over airport to intercept the I-PSG LDA NW course or fly heading of 010° to intercept the 320° bearing from FPN NDB. Climb to I-PSG 10 DME, then turn left, continue climb to 7000 on 280° heading. Transition: NW-bound departures intercept V-317, J-502, A-15, B-37. SE-bound departures proceed direct to LVD VOR or SQM NDB.

PILOT POINT, AK

PILOT POINT (PNP)
ORIG 03359 (FAA)
DEPARTURE PROCEDURE: Use ZILKO RNAV DEPARTURE

PLATINUM, AK
PLATINUM (PTU)
ORIG 99364 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,13,** NA.
DEPARTURE PROCEDURE: **Rwys 27,31,** climb runway heading to 2200 before turning southbound.

POINT HOPE, AK
POINT HOPE (PHO)
ORIG 09351 (FAA)
NOTE: **Rwy 19,** barge/iceberg 808' from DER, 47' left of centerline, 50' AGL/50' MSL.

PORT HEIDEN, AK
PORT HEIDEN (PTH)
AMDT 2 07074 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 054° to 1000, then climbing left turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 13,** climb heading 131° to 1000, then climbing right turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 23,** climbing right turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 31,** climbing left turn to 2500 direct PDN NDB/DME, thence. . .
. . .continue climb in PDN NDB/DME holding pattern (hold southwest, left turn, 052° inbound) to cross PDN NDB at or above MEA for route of flight.

QUINHAGAK, AK
QUINHAGAK (PAQH)
ORIG 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 220' per NM to 3600, or 1100-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 12,** for climb in visual conditions: cross Quinhagak airport at or above 1000 MSL before proceeding on course.
NOTE: **Rwy 30,** tree 22' from DER, 425' left of centerline 15' AGL/64' MSL. **Rwy 12,** tree 248' from DER, 438' left of centerline 15' AGL/64' MSL. Tree 9' from DER, 411' right of centerline 15' AGL/64' MSL. Reflector 19' from DER, 279' right of centerline, 21' AGL/46' MSL.

RUBY, AK
RUBY (RBY)
ORIG 04162 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** std. from 355° bearing clockwise to 312° bearing, NA from 313° bearing to 354° bearing. **Rwy 21,** 700-2 or std. with 350' per NM climb to 1500.
NOTE: **Rwy 21,** trees 4700 to 6700' from departure end of runway, 250' left of centerline to 1600' right of centerline, 50' AGL/854' MSL.

RUSSIAN MISSION, AK
RUSSIAN MISSION (RSH)
AMDT 1 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 500-2 w/ min. climb of 430' per NM to 1400 or 1900-2 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 35,** 500-2 w/ min. climb of 330' per NM to 3800 or 1900-2 for climb in visual conditions. Climb in visual conditions NA at night.
DEPARTURE PROCEDURE: **Rwys 17, 35,** for climb in visual conditions: cross Russian Mission Airport at or above 1800. Do not exceed 180 knots until proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 1193' from DER, 808' right of centerline, up to 80' AGL/279' MSL. **Rwy 35,** multiple trees 2116' from DER, 907' left of centerline, up to 80' AGL/329' MSL.

ST. GEORGE, AK
ST. GEORGE (PBV)
AMDT 1 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 454' per NM to 1100 or 700-3 with a minimum climb of 311' per NM to 1200 or 1300-3 for climb in visual conditions.
Rwy 29, std. w/ min. climb of 690' per NM to 1200 or 800-3 with a minimum climb of 300' per NM to 1200 or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 11,** climb heading 107° to 1100 then climbing right turn via heading 225° to intercept the 180° bearing from SRI NDB/DME before proceeding on course or for climb in visual conditions: cross St George airport at or above 1300 before proceeding on course. **Rwy 29,** climb heading 287° to 1200 then climbing left turn via heading 135° to intercept the 180° bearing from SRI NDB/DME before proceeding on course or for climb in visual conditions: cross St. George airport at or above 1300 before proceeding on course.
NOTE: **Rwy 29,** terrain beginning 102' from DER, 43' right of centerline up to 260'MSL.

ST. MARYS, AK
ST. MARYS (KSM)
AMDT 1 87043 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6,17,24,** 200-1.
DEPARTURE PROCEDURE: **Rwys 6,17,24,35,** climb straight ahead to 1000, continue climb on course.

ST. MICHAEL, AK
ST. MICHAEL (SMK)
AMDT 1 05188 (FAA)
DEPARTURE PROCEDURE: **Rwy 20,** climb via heading 196° to 700' before turning right.
NOTE: **Rwy 2,** tree 36' from departure end of runway, 377' right of centerline, 20' AGL/83' MSL. **Rwy 20,** terrain beginning 2' to 2276' from departure end of runway, 51' to 966' right of centerline, up to 151' MSL. Terrain beginning 110' to 917' from departure end of runway, 13' to 533' left of centerline, up to 119' MSL. Tree 1779' from departure end of runway, 504' right of centerline, 20' AGL/219' MSL. Tree 1.2 NM from departure end of runway 1 NM right of centerline, 20' AGL/520' MSL.

ST. PAUL ISLAND, AK

ST. PAUL ISLAND (SNP)
AMDT 2 05356 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 180° and via 165° bearing from SPY NDB/DME to 2000 before proceeding on course. **Rwy 36**, climb via heading 360° and via 360° bearing from SPY NDB/DME to 2000 before proceeding on course.

NOTE: **Rwy 18,** post 98' from departure end of runway, 421' left of centerline, 6' AGL/39' MSL. **Rwy 36,** rising terrain beginning 133' from departure end of runway, up to 79' MSL.

SAND POINT, AK

SAND POINT (SDP)
AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 600-1 or std. with min. climb of 360' per NM to 1000'. **Rwy 31,** 600-3 or std. with min. climb of 375' per NM to 1000'.

DEPARTURE PROCEDURE: **Rwy 13,** climb via 134° bearing from HBT NDB/DME to 2200' then climbing left turn direct HBT NDB/DME, thence...**Rwy 31,** climb via 314° bearing from HBT NDB/DME to 1800', then climbing right turn direct HBT NDB/DME, thence...

...climb in HBT NDB/DME holding pattern (southeast, right turn, 340° inbound) to 10,000' before proceeding on course.

NOTE: **Rwy 13,** cliff beginning 244' from departure end of runway, 469' left of centerline, up to 15' AGL/458' MSL. **Rwy 31,** tree 1.8 NM from departure end of runway, 1145' left of centerline, 15' AGL/514' MSL. Tree 2.6 NM from departure end of runway, 3642' right of centerline, 15' AGL/599' MSL. **Rwys 13, 31,** ships up to 100' MSL located in water surrounding Sand Point.

SAVOONGA,AK

SAVOONGA (SVA)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min climb of 250' per NM to 1000, or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** aircraft departing via ULL R-260 CW R-080 climb on course, all others climb via ULL R-059 to 2200 before turning South. **Rwy 23,** aircraft departing via ULL R-260 CW R-080 climb on course. All others climbing right turn direct ULL VOR/DME then via ULL R-059 to 2200 before turning South. For climb in visual conditions: cross Savoonga Airport at or above 1500, then proceed on ULL R-059 to 2200.

NOTE: **Rwy 23,** trees 2791' from DER, 140' left of centerline, 20' AGL/140' MSL. Rising terrain beginning 590' from DER, 351' left of centerline, up to 99' MSL.

SCAMMON BAY, AK

SCAMMON BAY (SCM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 590' per NM to 1300, or 2200-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 240' per NM to 2400, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 2100 before proceeding on course, or for climb in visual conditions, cross Scammon Bay airport at or above 2100 before proceeding on course. **Rwy 28,** climb heading 281° to 2400 before turning south, or for climb in viusal conditions, cross Scammon Bay airport at or above 2100 before proceeding on course.

NOTE: **Rwy 10,** bushes beginning 1.27 NM from DER, 546' left of centerline, up to 15' AGL/322' MSL. Bush 1.49 NM from DER, 2163' right of centerline, 15' AGL/464' MSL.

SELAWIK, AK

SELAWIK (WLK)
AMDT 1 07186 (FAA)

NOTE: **Rwy 4,** multiple bushes beginning 176' from departure end of runway, 429' left of centerline, up to 18' AGL/18' MSL. **Rwy 22,** antenna on building, 1040' from departure end of runway, 448' right of centerline, 30' AGL/47' MSL. **Rwy 27,** multiple antennas and buildings beginning 270' from departure end of runway, right and left of centerline, up to 108' AGL/125' MSL. Bridge 2148' from departure end of runway, 249' right of centerline, 60' AGL/90' MSL.

SHAGELUK, AK

SHAGELUK (SHX)
ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 180º to 1400 before turning left. **Rwy 34,** climb heading 345° to 1200 before turning right.

NOTE: **Rwy 16,** vehicles on road, beginning 160' from departure end of runway, 153' right of centerline, up to 15' AGL/93' MSL. Bush 322' from departure end of runway, 9' left of centerline, 9' AGL/87' MSL. Trees beginning 2' from departure end of runway, 393' right of centerline, up to 40' AGL/118' MSL. Trees beginning 720' from departure end of runway, 122' left of centerline, up to 53' AGL/131' MSL. **Rwy34,** trees beginning 34' from departure end of runway, 386' right of centerline, up to 53' AGL/131' MSL.

SHAKTOOLIK, AK

SHAKTOOLIK (2C7)
ORIG 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 115° CW to 322° from DER, or min. climb of 220' per NM to 3200 for all other courses.

NOTE: **Rwy 14,** buildings beginning 199' from DER, 483' left of centerline, up to 21' AGL/55' MSL.

SHISHMAREF, AK

SHISHMAREF (SHH)
ORIG 09071 (FAA)

NOTE: **Rwy 5,** multiple trees, 9' from DER, 179' left of centerline, up to 15' AGL/85' MSL. Multiple trees, 92' from DER, 94' right of centerline, up to 15' AGL/88' MSL. NDB tower, 236' from DER, 561' left of centerline, 40' AGL/66' MSL. **Rwy 23,** boat, 703' from DER, 663' right of centerline, 50' AGL/50' MSL.

SHUNGNAK, AK

SHUNGNAK (SHG)
ORIG 04330 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn direct AMF NDB. **Rwy 27,** climbing right turn direct AMF NDB.

SITKA, AK

SITKA ROCKY GUTIERREZ (SIT)
AMDT 3 07018 (FAA)

DEPARTURE PROCEDURE: Use BIORKA DEPARTURE.

SOLDOTNA, AK

SOLDOTNA (SXQ)
AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1.

DEPARTURE PROCEDURE: **Rwy 7,** climb on a heading between 050° counter clockwise to 251° or 175° clockwise to 251° from departure end of runway. **Rwy 25,** climb heading 251° to 800, then climb on a heading between 160° clockwise to 065° from departure end of runway.

NOTE: **Rwy 7,** multiple trees beginning 1668' from departure end of runway, 454' right of centerline, up to 60' AGL/259' MSL. **Rwy 25,** multiple trees beginning 316' from departure end of runway, 517' left of centerline, up to 60' AGL/309' MSL.

SPARREVOHN LRRS (PASV)

SPARREVOHN, AK . . . . . .ORIG, 09015

Diverse departures not authorized.

TAKE-OFF MINIMUMS: **Rwy 16,** 2300-3 for climb in visual conditions. **Rwy 34,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** for climb in visual conditions: Remain within 5.8 NM of Sparrevohn airport, cross CRN NDB at or above 3700 before proceeding via published route. Max airspeed 250 KIAS. **Rwy 34,** NA.

TAKE-OFF OBSTACLES: **Rwy 16,** Terrain 1447' MSL, 1900' from DER, 1009' right of centerline. Terrain 1523' MSL, 1251' from DER, 835' left of centerline. Terrain 1496' MSL, 943' from DER, 746' left of centerline. Terrain 1417' MSL, 28' from DER, 434' right of centerline.

TALKEETNA, AK

TALKEETNA (TKA)
AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1¼.

DEPARTURE PROCEDURE: **Rwy 18,** Climb heading 188° to 1500 then climbing right turn direct TKA VOR/DME, thence...**Rwy 36,** Climb heading 008° to 1000 then climbing left turn direct TKA VOR/DME, thence...

...continue climb-in-hold in TKA VOR/DME holding pattern (hold South, left turns, 352° inbound) to cross TKA VOR/DME at or above MEA/MCA for route of flight before proceeding on course.

NOTE: **Rwy 18,** trees beginning 1829' from DER, 978' left of centerline, up to 60' AGL/648' MSL. **Rwy 36,** tree 1117' from DER, 390' right of centerline, 60' AGL/484' MSL.

TANANA, AK

RALPH M. CALHOUN MEMORIAL (TAL)
AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ a min. climb of 405' per NM to 1300, or 1200-2½ for climb in visual conditions. **Rwy 25,** std. w/ a min. climb of 230' per NM to 600, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn via heading 102° and TAL VOR/DME R-081 to SATUE/TAL 12 DME, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R081 to SATUE. **Rwy 25,** climbing left turn via heading 078° and TAL VOR/DME R-081 to SATUE, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R-081 to SATUE. All aircraft continue climb in SATUE/12 DME holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

NOTE: **Rwy 7,** multiple trees beginning 9000' from departure end of runway, 2149' left of centerline, up to 60' AGL/809' MSL. **Rwy 25,** trees 845' from departure end of runway, 1156' right of centerline, up to 60' AGL/459' MSL.

TELLER, AK

TELLER (TER)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 w/ min. climb of 201' per NM to 1100 or std. w/ min. climb of 310' to 1100 or 1500-3 for climb in visual conditions. **Rwy 25,** 300-2 or std. w/ min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1400 before turning right. For climb in visual conditions cross Teller Airport at or above 1600 before proceeding on course. **Rwy 25,** climb heading 255° to 1200 before turning left.

NOTE: **Rwy 7,** vehicles and vegetation beginning 57' from DER, 500' left of centerline, up to 15' AGL/314' MSL.

Rwy 25, vegetation and terrain beginning 1052' from DER, 276' right of centerline, up to 10' AGL/359' MSL.

TIN CITY LRRS (PATC)

TIN CITY, AK. . . . . AMDT 3, 09015

Diverse Departures not authorized.

DEPARTURE PROCEDURE: **Rwy 16,** use TIN CITY DEPARTURE. **Rwy 34,** NA.

TOGIAK VILLAGE, AK

TOGIAK (TOG)
AMDT 1 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys10, 28,** NA-environmental

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 028° to 1000, then climbing right turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course. **Rwy 21,** climb heading 208° to 1000, then climbing left turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course.

NOTE: **Rwy 21,** boats beginning 150' from departure end of runway, 500' left of centerline, up to 50' AGL/50' MSL.

TOK, AK

TOK JUNCTION (6K8)
ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** std. with a min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions. **Rwy 25,** 300-1½ or std. with a min. climb of 360' per NM to 2300 and 230' per NM to 3600, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC. **Rwy 25,** climb to 2300 via heading 251°, then climbing right turn to 8000 via heading 060° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC.

NOTE: **Rwy 25,** tower 1 NM from departure end of runway, 2150' left of centerline, 228' AGL/1863' MSL.

TOKSOOK BAY, AK

TOKSOOK BAY (OOK)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. with a min. climb of 480' per NM to 1800, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 165° to 1000 before proceeding on course. **Rwy 34,** for climb in visual conditions: Cross Toksook Bay Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 16,** multiple trees beginning 85' from departure end of runway, 300' right of centerline, up to 15' AGL/65' MSL. Multiple trees beginning 100' from departure end of runway, on centerline, up to 15' AGL/61'MSL. **Rwy 34,** multiple trees beginning 1260' from departure end of runway, 240' right of centerline, up to 15' AGL/264' MSL.

UNALAKLEET, AK

UNALAKLEET (UNK)
AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2¾ or std. w/ a min. climb of 380' per NM to 800. **Rwy 33,** 500-2 or std. w/ a min. climb of 380' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climbing right turn to 1800 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-240 to UNK VOR/DME before proceeding on course. **Rwy 15,** climbing right turn to 1600 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-235 to UNK VOR/DME before proceeding on course. **Rwy 26,** climb to 1600 via heading 263° and UNK R-250, then climbing left turn to intercept UNK R-229 to UNK VOR/DME before proceeding on course. **Rwy 33,** climbing left turn to 1600 via heading 250 and UNK R-265, then climbing left turn to intercept UNK R-238 to UNK VOR/DME before proceeding on course.

NOTE: **Rwy 8,** tower 2.1 NM from DER, 2981' left of centerline, 308' AGL/608' MSL. Tree 2.4 NM from DER, 2858' left of centerline, 35' AGL/434' MSL. Vehicle on road 100' from DER, 152' left of centerline, 15' AGL/24' MSL. **Rwy 15,** antenna 1280' from DER, 133' left of centerline, 38' AGL/62' MSL. **Rwy 33,** trees beginning 1.4 NM from DER, 1877' right of centerline, up to 35' AGL/484' MSL. Vehicles on road beginning 18' from DER, 146' right of centerline, up to 15' AGL/33' MSL.

UNALASKA, AK

UNALASKA (DUT)
AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 1000-3.
Rwy 30, 600-2.

DEPARTURE PROCEDURE: **Rwys 12, 30,** climb in visual conditions until established on DUT NDB/DME 355° bearing over JADPI/DUT 2 DME (visual conditions must be maintained from take-off until established over JADPI at or above 400). Cross JADPI at or above 400 then climb on the 355° bearing from DUT NDB/DME to 5500 before proceeding on course.

NOTE: Rapidly rising terrain to above 2000' MSL East, South, and West of airport.

VALDEZ, AK

VALDEZ PIONEER FIELD (VDZ)
AMDT 5 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 3500-3. Procedure NA at night.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climb in visual conditions to MNL NDB (visual conditions must be maintained from takeoff until established over MNL NDB at or above 3500 MSL); cross MNL NDB at or above 3500 MSL, continue climb to 7000 via 233º bearing from MNL NDB, then climbing left turn to 10000 direct MNL NDB.

NOTE: **Rwy 6,** multiple bushes and trees beginning 2184' from departure end of runway, 662' left of centerline, up to 100' AGL/699' MSL. Multiple trees beginning 643' from departure end of runway, 470' right of centerline, up to 100' AGL/699' MSL. Obstruction light on LDA 6' from departure end of runway, 299' right of centerline, 79' AGL/148' MSL. Obstruction light on DME 22' from departure end of runway, 361' right of centerline, 79' AGL/148' MSL. **Rwy 24,** multiple trees beginning 623' from departure end of runway, 385' left of centerline, up to 100' AGL/130' MSL. Multiple trees beginning 469' from departure end of runway, 482' right of centerline, up to 100' AGL/139' MSL.

VENETIE, AK

VENETIE (PAVE)
ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** Climbing right turn to intercept FYU VORTAC R-294 to FYU VORTAC. **Rwy 22,** Climbing left turn to intercept FYU VORTAC R-287 to FYU VORTAC.

WALES, AK

WALES (IWK)
ORIG 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1½ or std. with a min. climb of 445' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 177° until crossing TNC NDB/DME bearing 228° then turn left heading 018° to intercept the 048° course to TNC NDB/DME. **Rwy 36,** climb via heading 357° to 2000 then turn right heading 183° to intercept the 153° course to TNC NDB/DME.

NOTE: **Rwy 18,** trees 1.2 NM from departure end of runway, 2334' left of centerline, 50' AGL/349' MSL.

WASILLA, AK

WASILLA (IYS)
ORIG 05020 (FAA)

TEXTUAL DEPARTURE: **Rwy 3,** turn left direct BGQ VORTAC: then, **Rwy 21,** turn right direct BGQ VORTAC: then
Aircraft departing R-150 degrees clockwise through R-309, climb on course.
Aircraft departing R-310 degrees clockwise through R-149, climb in BGQ holding pattern to 4500 prior to departing on course. Hold N, RT, 168° inbound. Do not exceed 265 knots in holding.

WILLOW, AK

WILLOW (UUO)
ORIG 06271 (FAA)

DEPARTURE PROCEDURE: Use BIG LAKE DEPARTURE.

WRANGELL, AK

WRANGELL (WRG)
AMDT 1 82021 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 1000-3.

DEPARTURE PROCEDURE: **Rwy 10,** turn left immediately. **Rwy 28,** climb on runway heading to 500. Proceed under VFR until established on LVD VOR R-059 or 059° bearing from SQM NDB. Climb to cross LVD VOR/SQM NDB at or above 4000.

YAKUTAT, AK

YAKUTAT (YAK)
AMDT 4 05188 (FAA)

DEPARTURE PROCEDURE: **Rwys 2,11,20,29, All aircraft** climb direct YAK VOR/DME or OCC NDB. Thence...
...Aircraft continuing via radial/bearing 105 CW 280 proceed on course.
...All other aircraft climb in YAK VOR/DME holding pattern (SE, LT, 290° inbound) or OCC NDB holding pattern (W, RT, 112° inbound) to cross YAK VOR/DME or OCC NDB at or above 12,000 before proceeding on course.

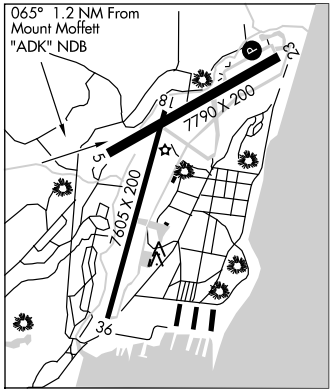
NOTE: **Rwy 2,** multiple trees 458' from departure end of runway, 317' right of centerline, up to 76' AGL/99' MSL. Multiple trees 643' from departure end of runway, 342' left of centerline, up to 87' AGL/114' MSL. Tower 376' from departure end of runway, 243' left of centerline, 42' AGL/75' MSL. Obstruction light on glide slope 372' from departure end of runway, 238' left of centerline 34' AGL/67' MSL. Obstruction light on TMOM 593' from departure end of runway, 639' left of centerline, 24' AGL/51' MSL. **Rwy 11,** multiple trees beginning 95' from departure end of runway, 345' right of centerline, up to 75' AGL/98' MSL. Multiple trees beginning 121' from departure end of runway, from 377' left of centerline, up to 92' AGL/115' MSL. **Rwy 20,** multiple trees beginning 129' from departure end of runway, 297' right of centerline, up to 148' AGL/158' MSL. Multiple trees beginning 79' from departure end of runway, 283' left of centerline, up to 137' AGL/147' MSL. **Rwy 29,** multiple trees and bushes 122' from departure end of runway, 389' right of centerline, up to 123' AGL/153' MSL. Multiple trees and bushes 51' from departure end of runway, 65' left of centerline, up to 108' AGL/138' MSL.

23 SEP 2010 to 18 NOV 2010

ADAK ISLAND

§ **ADAK** (ADK) (PADK) 0 W N51°52.68′ W176°38.76′ UTC–10(–9DT) **WESTERN ALEUTIAN IS.**
P 18 B5, 6, 7, 12① H78(ASP–GRVD) 05–23 S80, D–145, 2D–325, 2D/2D2–770, C5–770 **H–2H, L–2H**
18–36 **IAP**

FUEL —A1, De-Ice



AIRPORT REMARKS —Attended 1800–0200Z‡. Duty hrs 1800–0200Z‡, unattended after duty hours. For fuel svc call 907–592–8330, after hrs 907–592–2154. Exercise extreme vigilance during approach to all rwys, mountainous terrain all quadrants. Recommend visual inspection of rwy prior to use. Closed to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager. P.O. Box 250, Dillingham, AK 99576. Class I, ARFF Index A, ARFF equipment staffed only during air carrier ops with more than 30 passenger seats. Possible wind shear arrival/departure all rwys. Arpt area subject to moderate to extreme concentrations of birds. Snow and ice removal and arpt hazardous reporting only performed during duty hours unless by prior agreement in writing with arpt manager. Personnel and equipment may be working on the rwy at any time. Volcano 5710′ MSL brg 059° 22.3 NM. PPR all acft. No ATC svc avbl. Rwy 05 and Rwy 36 rgt tfc. Rwys grooved, do not make locked–wheel turns. HIRL Rwy 05–23 and Rwy 18–36. Rwy 23 PAPI unusable byd 5° left/right of centerline. ACTIVATE HIRL Rwy 05–23 and Rwy 18–36 and PAPI Rwy 23—CTAF. ①Rwy 23, TCH 47′ GS 2.75°.

WEATHER DATA SOURCES—(AWOS–3 134.5 907–592–8207)

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM PADK OT CTC KENAI ENA)

ANCHORAGE CENTER APP/DEP CON—254.3 126.4

AIRSPACE: CLASS E svc Mon–Fri 1800–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

(H)TACAN Chan 77 NUD (113.05) N51°52.28′ W176°40.45′ 060° 1.1 NM to Fld. 379/9E.
TACAN azimuth and DME unusable:
001°–075° beyond 35 NM below 7700′
076°–145° beyond 20 NM below 11,000′
146°–230° beyond 20 NM below 17,000′
260°–290° beyond 25 NM below 9000′
291°–300° beyond 15 NM
301°–335° all distance all altitudes
335°–360° beyond 15 NM

MOUNT MOFFETT NDB(HW/DME) 530 ADK Chan 87 N51°52.31′ W176°40.56′ 065° 1.2 NM to ADAK. 332/7E.
DME unusable:
001°–020° beyond 15 NM
080°–300° beyond 20 NM
300°–340° all distances
340°–360° beyond 20 NM.

ILS 108.9 I–BER Rwy 23 Class IE, LOC only. LOC unusable byd 20° left and 25° right of course. ILS unmonitored.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

AGGET OR N44°40.56′ W124°03.92′ **SEATTLE**
NDB(LOM) ON 350 158° 5.8 NM to Newport Muni.

AIRWAY (See NORTH POLE)

AJ EISENBERG, WA (See OAK HARBOR)

JALEX ONE DEPARTURE (RNAV)

JALEX ONE DEPARTURE (RNAV)
(JALEX1.JALEX) 08213
ADAK ISLAND, ALASKA
ADAK (ADK)(PADK)
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME ADK 530 Chan 87 (114.0)	APP CRS 234°	Rwy Idg 7790 TDZE 15 Apt Elev 18

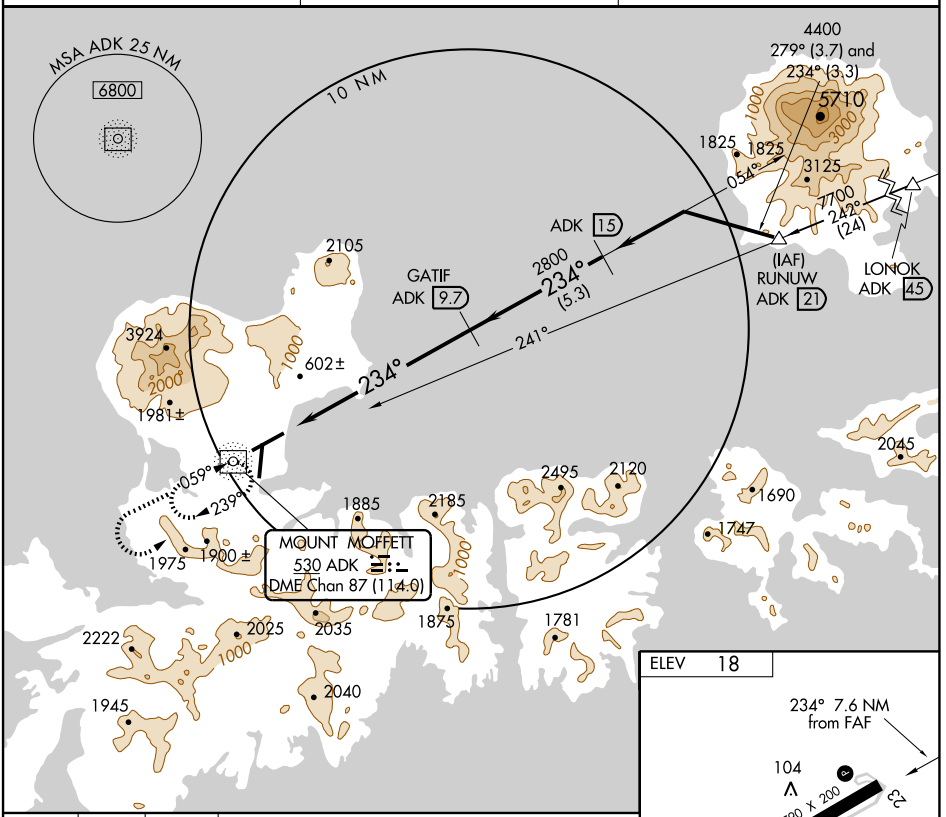
NDB/DME RWY 23

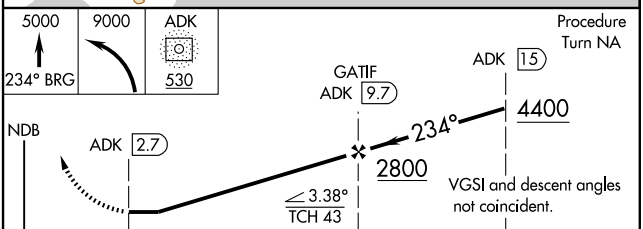
ADAK (ADK)(PADK)

Circling not authorized at night.

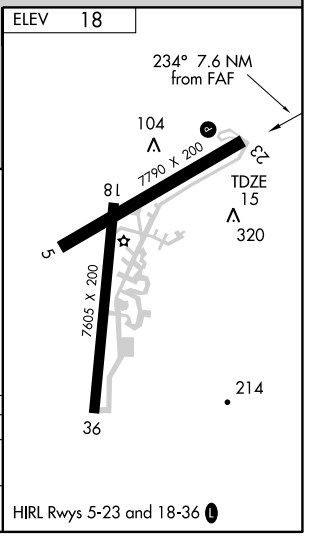
MISSED APPROACH: Climb to 5000 via direct ADK NDB/DME and ADK NDB/DME 234° bearing, then climbing left turn to 9000 direct ADK NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
134.5	126.4 254.3	122.9 L





CATEGORY	A	B	C	D
S-23	1600/60 1585 (1600-1¼)	1600-1½ 1585 (1600-1½)	1600-3 1585 (1600-3)	
CIRCLING	1600-1¼ 1582 (1600-1¼)	1600-1½ 1582 (1600-1½)	1600-3 1582 (1600-3)	



HIRL Rwys 5-23 and 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

ADAK (ADK)(PADK)

APP CRS	Rwy Idg	7790
234°	TDZE	15
	Apt Elev	18

Circling not authorized at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6600 via 229° course to XERIC, then right turn via 302° course to DEJJE and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
134.5	126.4 254.3	122.9 (L)

MISSED APCH FIX
4 NM
275°
095°
DEJJE

MSA WAURI 25 NM
6800

NoPT for arrival on G8 from SIYNY WP.

4 NM
030°
210°
(IAF)
BAERE
6600
264°
(29.2)
SIYNY

3500
211°
(14.1)

5710
1825
3125
1000
2000

6600 to BAERE
062°
(44.1)

Fly Visual
234° 2.6 NM

2105
1000
2500
210°
(5)
YIQTO

DEJJE
4287
2663
1000
3924
1981±
1000
234°
(FAF)
GATIF
(MAP)
WAURI

302°
229°
1900±
1975
1885
2185
2495
2120
1690
2045
1000
2035
1875
1781
2222
2025
2040
1945
XERIC

6600	XERIC		DEJJE
229° CRS		302° CRS	

Fly Visual
234° 2.6 NM

BAERE
6600
YIQTO
211°
GATIF
210°
3500
WAURI
234°
2500
Procedure
Turn NA

5 NM | 5 NM | 14.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1220-3		1205 (1300-3)	
CIRCLING	1220-3	1202 (1300-3)		1540-3 1522 (1600-3)

ELEV 18
Fly Visual
234° 2.6 NM
104
81
7790 X 200
23
TDZE
15
320
5
7605 X 200
214
36
HIRL Rwys 5-23 and 18-36 (L)

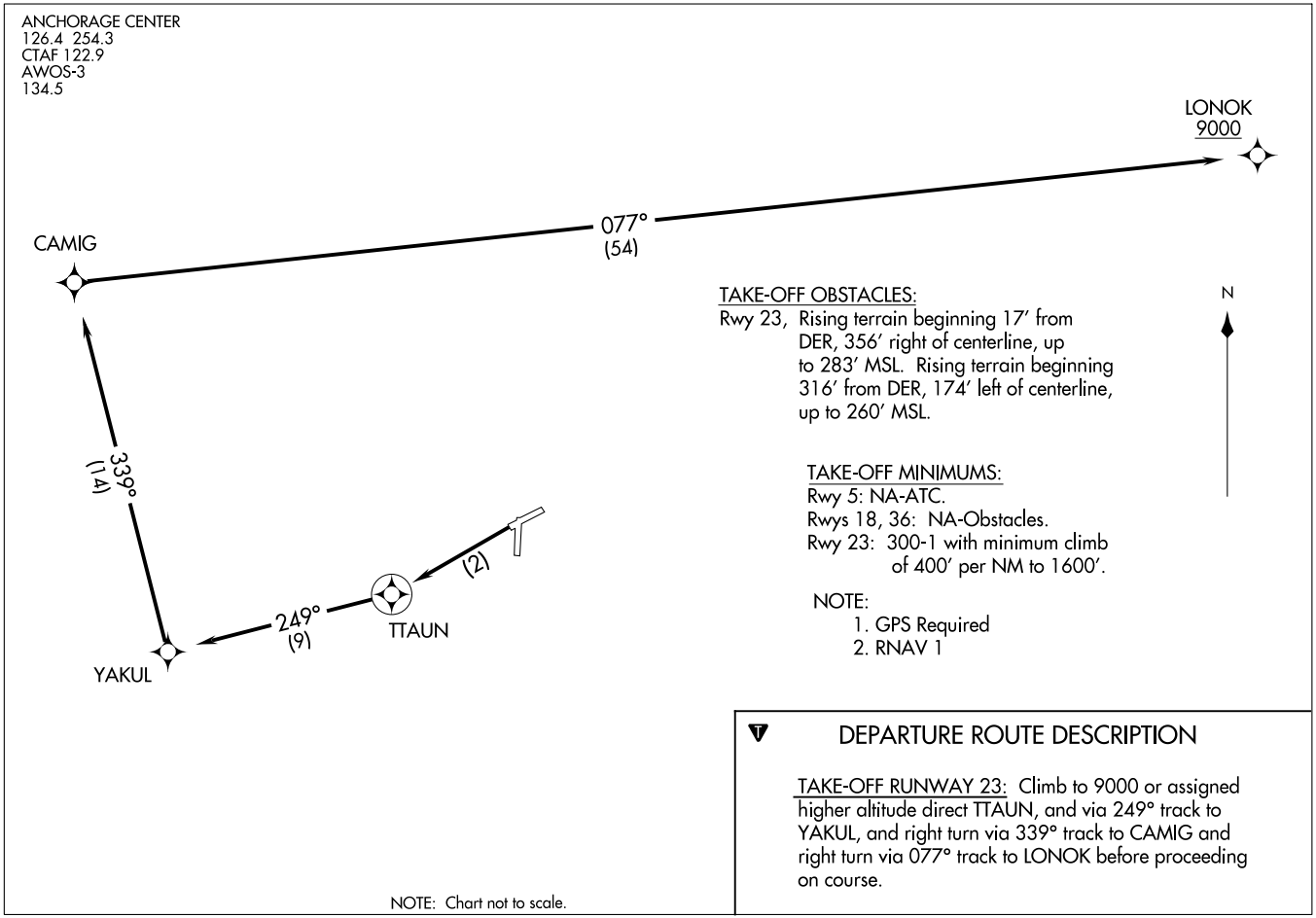
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

TTAUN TWO DEPARTURE (RNAV)

(TTAUN2.TTAUN) 08213

ADAK ISLAND, ALASKA

ADAK (ADK)(PADK)



TAKE-OFF OBSTACLES:
Rwy 23, Rising terrain beginning 17′ from DER, 356′ right of centerline, up to 283′ MSL. Rising terrain beginning 316′ from DER, 174′ left of centerline, up to 260′ MSL.

TAKE-OFF MINIMUMS:
Rwy 5: NA-ATC.
Rwys 18, 36: NA-Obstacles.
Rwy 23: 300-1 with minimum climb of 400′ per NM to 1600′.

NOTE:
1. GPS Required
2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 23: Climb to 9000 or assigned higher altitude direct TTAUN, and via 249° track to YAKUL, and right turn via 339° track to CAMIG and right turn via 077° track to LONOK before proceeding on course.

NOTE: Chart not to scale.

(TTAUN2.TTAUN) 08213

TTAUN TWO DEPARTURE (RNAV)

SL-1244 (FAA)

ADAK (ADK)(PADK)

ADAK ISLAND, ALASKA

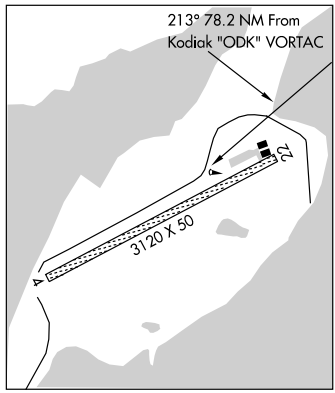
§ **AKHIOK** (AKK) (PAKH) 1 SW N56°56.32′ W154°10.95′ UTC−9(−8 DT) **KODIAK**
P 44 31(GVL) 04–22 **L–2J**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 04–22 NE ⅓ has water puddles to 2 inches deep. Rwy 04 and Rwy 22 NSTD markings, rwys marked with reflective cones and thlds marked with reflective cones and reflective markers. Rwy 04 rgt tfc. 6 to 8 inch ruts on apron.

WEATHER DATA SOURCES—(ASOS 118.325 907–836–2207) (WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM AKK)
RCO —122.6 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—281.4 125.1

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



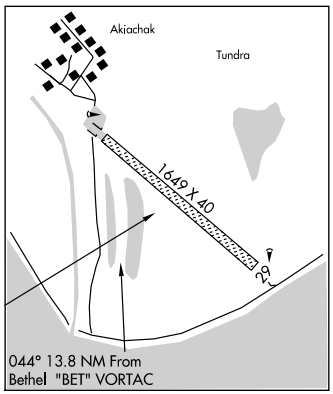
§ **AKIACHAK** (Z13) 0 SE N60°54.35′ W161°25.59′ UTC−9(−8DT) **BETHEL**
P 25 16(GVL) 11–29

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Active road crossing Rwy 11 apch end. Windsock close to trees and unrealiable.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



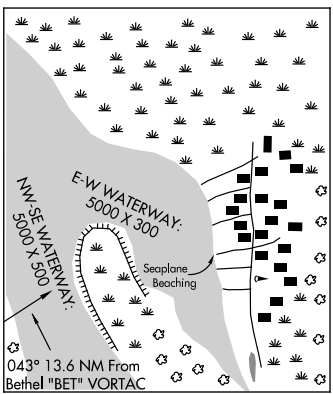
§ **AKIACHAK SEAPLANE** (KKI) 0 S N60°54.47′ W161°26.11′ UTC−9(−8DT) **BETHEL**
18 –50 E–W NW–SE

SEAPLANE REMARKS—Unattended. No services or dock. Beaching area adjacent to village. Seaplanes land NW–SE in lagoon, takeoff E–W in river. Windsock at airport for seaplane base.

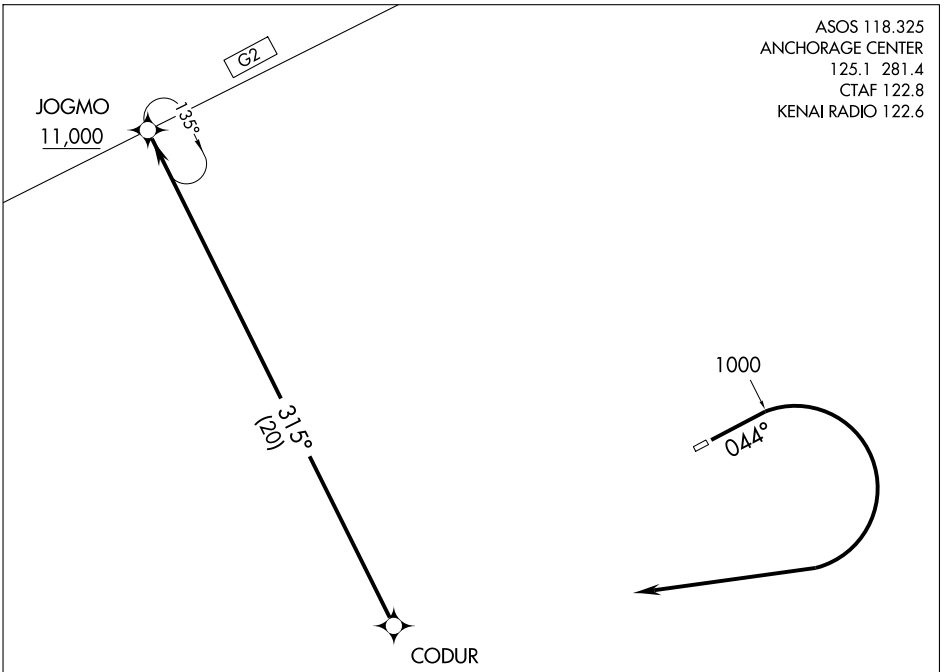
WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



JOGMO ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 4: Standard with a minimum (obstacle) climb of 450 feet per NM to 2200, or 2200-3 for climb in visual conditions. Climb in visual conditions NA at night.
Rwy 22: NA, obstacles.

NOTE:
1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via 044° heading to 1000, then via right turn direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence . . . .
Or climb in visual conditions to cross Akhiok Airport at or above 2200 southwest bound direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence . . . .

. . . . Climb in holding, (if required) to cross JOGMO WP at or above 11,000 before proceeding via assigned route.

AK, 23 SEP 2010 to 18 NOV 2010

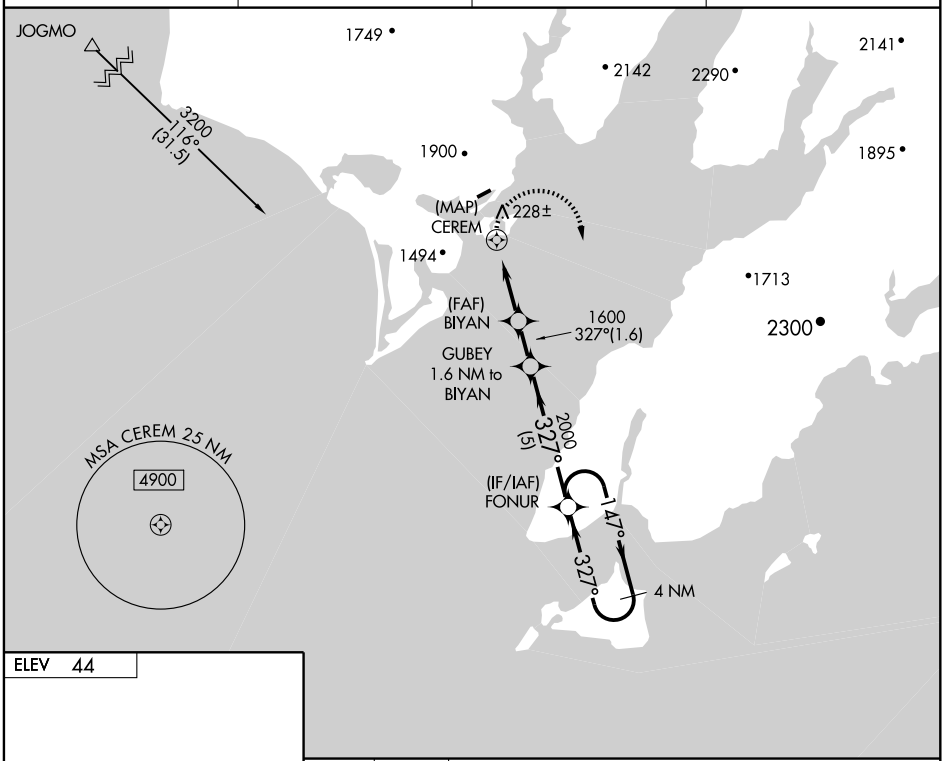
APP CRS	Rwy Idg	N/A
327°	TDZE	N/A
	Apt Elev	44

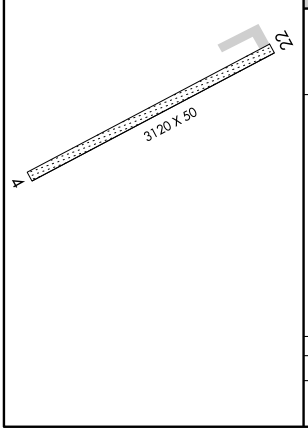
RNAV (GPS)-A
AKHIOK (AKK) (PAKH)

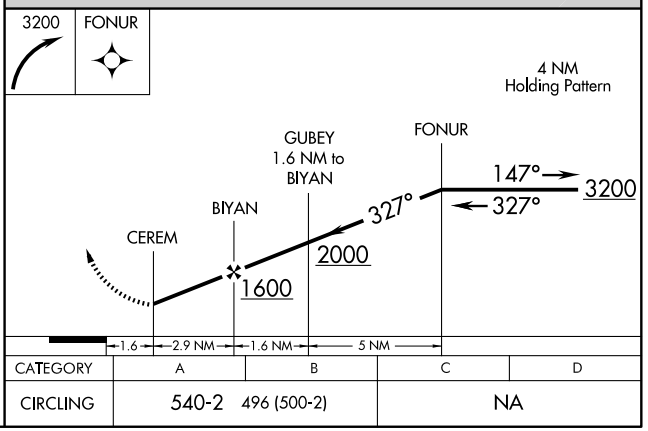
DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4/22. If local altimeter setting not received, use Kodiak altimeter setting and increase all MDAs 800 feet.

MISSED APPROACH: Climbing right turn to 3200 direct FONUR and hold.

ASOS	ANCHORAGE CENTER	UNICOM	KENAI RADIO
118.325	125.1 281.4	122.8 (CTAF) L	122.6



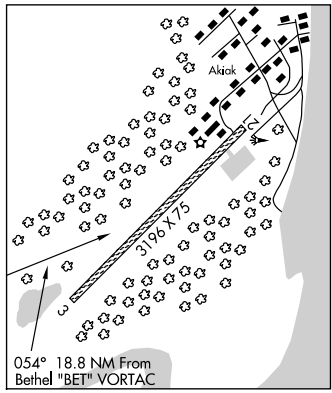




CATEGORY	A	B	C	D
CIRCLING	540-2	496 (500-2)	NA	

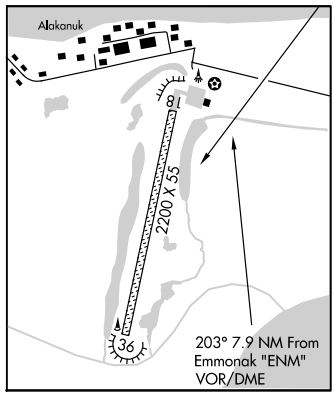
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **AKIAK** (AKI) (PFAK) 0 SW N60°54.17′ W161°13.84′ UTC−9(−8DT) **BETHEL**
P 30 BL4 32(GVL) 03–21 **L–3C**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 03 and Rwy 21 NSTD markings, rwys marked with cones and reflective thld panels. ACTIVATE MIRL Rwy 03–21—CTAF. **IAP**
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



AKUTAN SEAPLANE (KQA) 0 E N54°08.03′ W165°46.70′ UTC−9(−8DT) **DUTCH HARBOR**
P 0 100(WATER) E–W
SEAPLANE REMARKS—Unattended. Operating area in Akutan Harbor.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0245Z‡–NOTAM DUT OT CTC KENAI ENA)

§ **ALAKANUK** (AUK) (PAUK) 1 SW N62°40.80′ W164°39.60′ UTC−9(−8DT) **BETHEL**
P 10 BL4 22(GVL–DIRT) 18–36
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy and apron floods in spring. Rwy 18–36 ruts and puddles concentrated along rwys inverted crown. Rwy 18 marked with reflective cones and thld panels, some thld panels damaged. ACTIVATE MIRL Rwy 18–36 and Rot bcn—CTAF.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENM)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

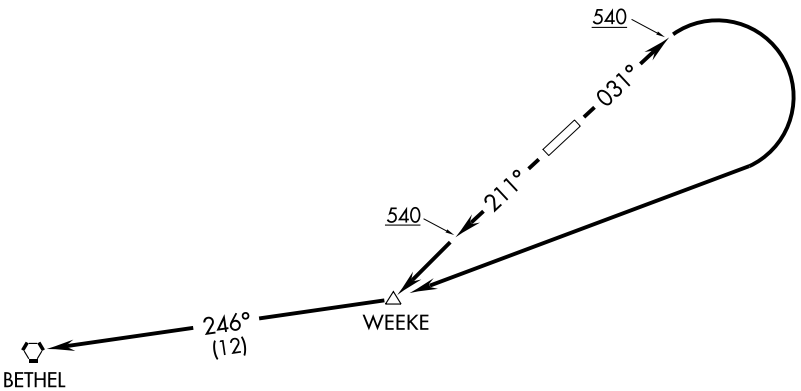


ALASKA REGIONAL HOSPITAL HELIPORT (See ANCHORAGE)

ALEKNAGIK

§ **ALEKNAGIK MISSION LODGE** (4AK7) 1 NE N59°16.86′ W158°35.83′ UTC−9(−8DT) **KODIAK**
PVT 150 12(SILT—GVL) 03–21, 09–27
AIRPORT REMARKS —Unattended. No maintenance, unusable during winter months. Climb out from Rwy 03 very steep.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —Dillingham FSS Local call 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.

ANCHORAGE CENTER
125.2 372.0
CTAF 122.9



TAKE-OFF MINIMUMS
Rwy 3, 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 031° to 540, then right turn direct WEEKE, thence . . .

TAKE-OFF RUNWAY 21: Climb heading 211° to 540, then direct WEEKE, thence . . .

. . . via 246° track to BET VORTAC. Continue climb to MEA for route of flight.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

AKIAK (AKI) (PFAK)

APP CRS	Rwy Idg	3196
031°	TDZE	30
	Apt Elev	30

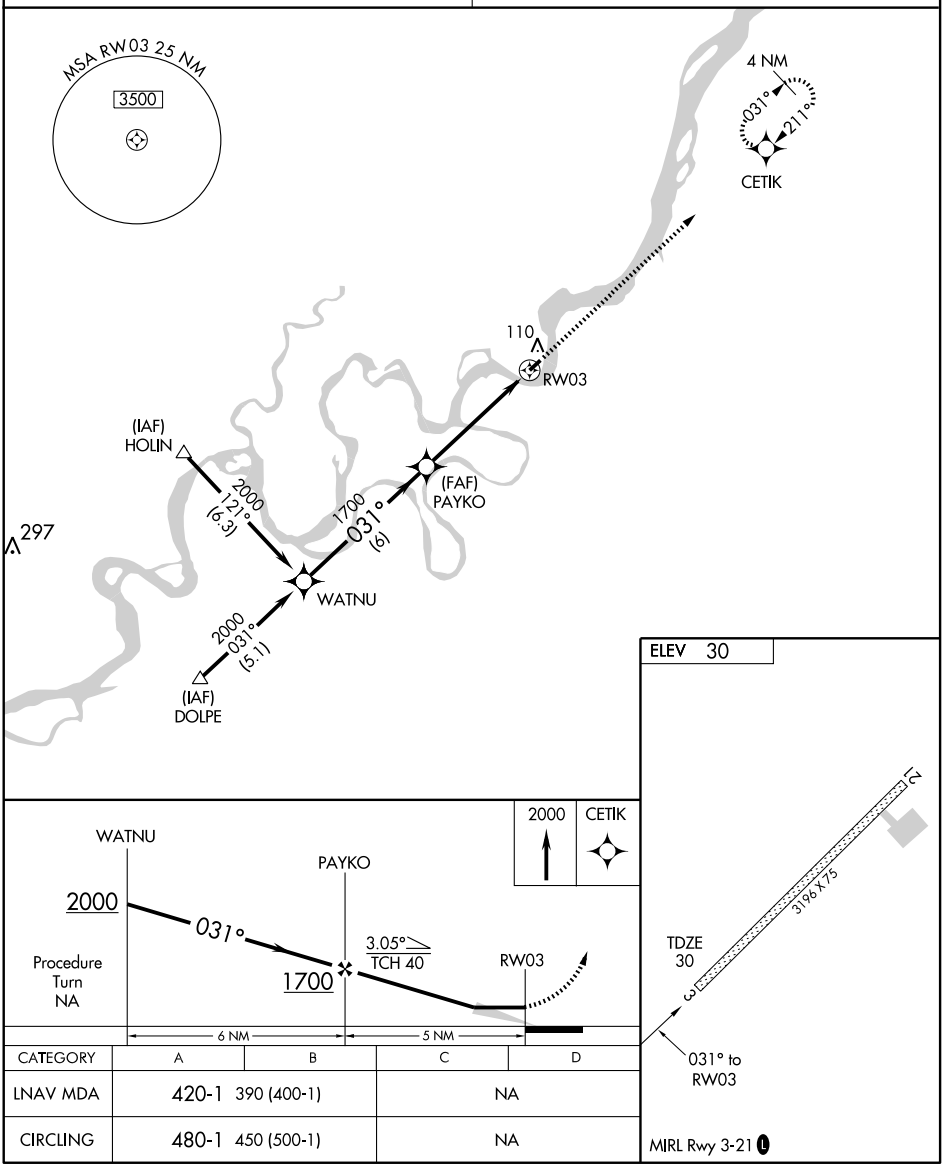
Use Bethel altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Bethel ATIS/ASOS 119.8
Bethel ASOS: OSE 251, BET 114.1

MISSED APPROACH: Climb to 2000 direct CETIK WP and hold.

ANCHORAGE CENTER
125.2 372.0

CTAF
122.9 L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	420-1 390 (400-1)		NA	
CIRCLING	480-1 450 (500-1)		NA	

MIRL Rwy 3-21 L

60°54'N-161°14'W

AKIAK (AKI) (PFAK)
RNAV (GPS) RWY 3

RNAV (GPS) RWY 21

AKIAK (AKI) (PFAK)

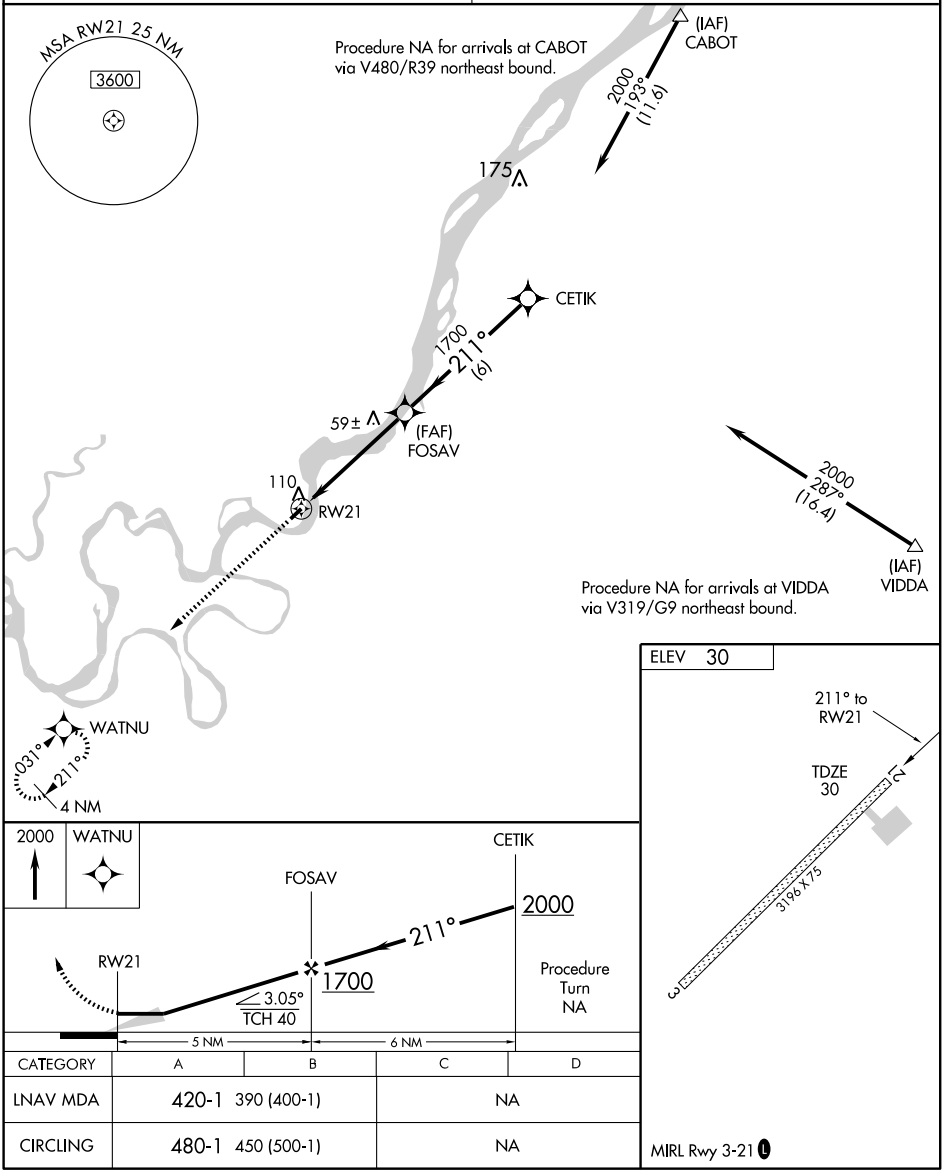
APP CRS	Rwy Idg	3196
211°	TDZE	30
	Apt Elev	30

Use Bethel altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Bethel ATIS/ASOS 119.8.
Bethel ASOS: OSE 251, BET 114.1.

MISSED APPROACH: Climb to 2000 direct WATNU WP and hold.

ANCHORAGE CENTER
125.2 372.0

CTAF
122.9 L



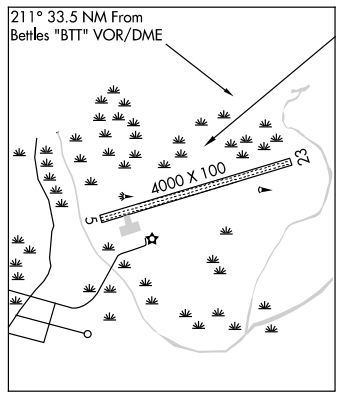
CATEGORY	A	B	C	D
LNAV MDA	420-1 390 (400-1)		NA	
CIRCLING	480-1 450 (500-1)		NA	

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **ALLAKAKET** (6A8) (PFAL) 1 SSE N66°33.11′ W152°37.33′ UTC−9(−8DT) **FAIRBANKS**
P 441 BL4 40(GVL) 05–23 **H–1A, L–4I**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during winter, monitor CTAF. Rot bcn may not be observed from northern quadrants at low altitudes. ACTIVATE MIRL Rwy 05–23—CTAF. **IAP**

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RCO—122.2 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —352.0 124.6

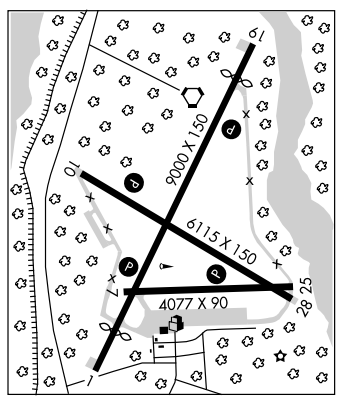
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **ALLEN AAF** (Fort Greely) Delta Junction (BIG) (PABI) 3 S N63°59.71′ W145°43.20′ UTC−9(−8DT) **ANCHORAGE**
A 1291 BL4, 6, 10①, 12② H90(ASP) 01–19③ PCN 54 R/A/W/T, 10–28 2D–174, **H–1B, L–3B, 3E**
C5–490 PCN 20 F/A/W/T, 07–25 PCN 4 F/A/W/T **DIAP**
JASU —CE 13, CA 1

A—GEAR
BAK–12 Rwy 19 (2500′)

AIRPORT REMARKS — Attended 1700–0900Z‡. Check NOTAMS for current airfield conditions, updated weekly. Authorized use only. Violators will be prosecuted. 5 working days PPR, call DSN 873–4171 or C907–873–4171. Rwy conditions only monitored during operating hours, recommend visual inspection prior to landing. All acft make position reports on CTAF when twr is not open. Avoid over flight of main post area. Weight restrictions are in effect during non winter months (no weight restrictions during winter months). Seasonal migrating birds and other wildlife on and invof rwys. There are 3 controlled firing ranges, 7 drop zones, and one restricted area within 35 NM radius of field, status of these areas are avbl through Ft Greely Range Control DSN 873–4714/4715 or C907–873–4714/4715. All acft avoid overflight main post and ammo storage area 1½ miles SE of afld. Rwy 19 and Rwy 25 rgt tfc. Civil acft req landing permit. All acft ctc Base Ops on 122.9 prior to arr, departing or for parking instructions. ACTIVATE HIRL Rwy 01–19 and Rwy 10–28, MIRL Rwy 07–25, PAPI Rwy 01, Rwy 10, Rwy 19 and Rwy 28—CTAF. ①Rwy 10. Rwy 28. ②Rwy 01, TCH 74′ GS 3.0°. Rwy 10, TCH 76′ GS 3.0°. Rwy 19, TCH 74′ GS 3.0°. Rwy 28, TCH 74′ GS 3.0°. ③Rwy 01 thld displaced 1000′. Rwy 19 thld displaced 1000′.



WEATHER DATA SOURCES —(ASOS 135.65 907–869–3480) (TWEB BIG 114.9) (TWEB DJN 347).

COMMUNICATIONS—(CTAF 122.9) (ATIS 132.075) (TIE–IN FSS FAIRBANKS FAI–NOTAM BIG)
RCO—255.4 122.2 **(E)** (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —322.5 135.3
TOWER —235.775 119.8 40.8 (1700–0900Z‡)
GND CON —251.05 118.225
OPS —122.9
FORT GREELY RANGE CONTROL —38.3 FM 229.4 125.3

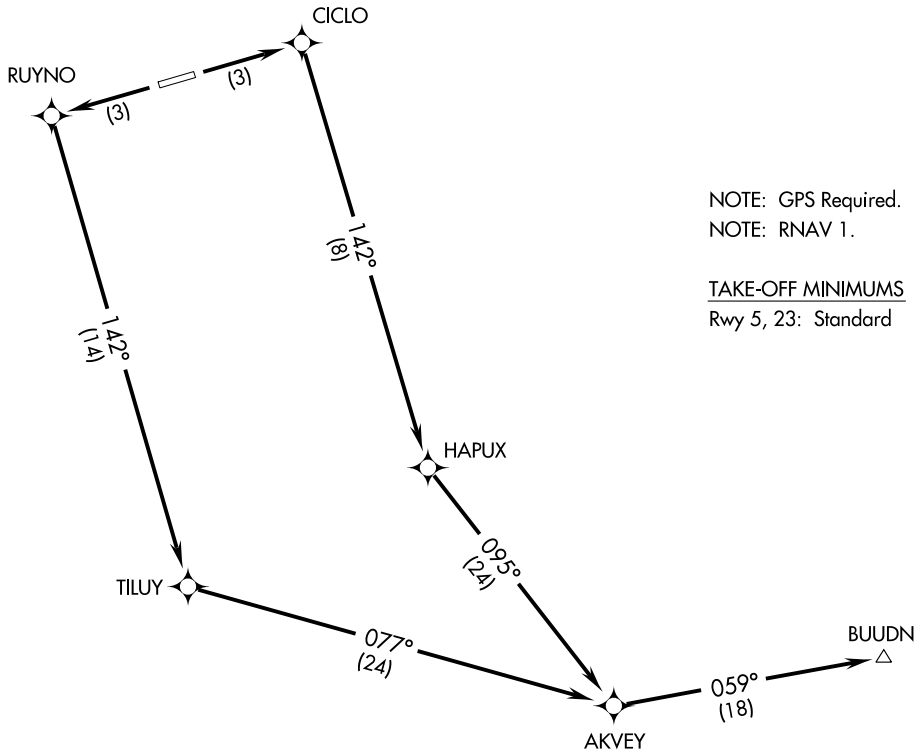
AIRSPACE: CLASS D svc 1700–0900Z‡, other times Class E.

RADIO AIDS TO NAVIGATION
BIG DELTA (H)ABVORTACW 114.9 BIG Chan 96 N64°00.26′ W145°43.03′ At Fld. 1230/23E. **TWEB.**
DELTA JUNCTION NDB(ABHW) 347 DJN N64°01.41′ W145°41.21′ 184° 1.9 NM to Fld. /23E. **TWEB.**
ILS/DME 111.1 I–BIG Chan 48 Rwy 10.

RADIO/NAV/WEATHER REMARKS —For toll free call to Fairbanks FSS dial 1–866–248–6516. Weather observer avbl for local arpt weather on CTAF call sign, Big Delta Weather, call C907–873–4401 1500–0630Z‡. Full svc weather briefing avbl 24 hrs ctc 17 OWS, DSN 315–449–7924 or C 808–449–7924.

BUUDN ONE DEPARTURE (RNAV)

FAIRBANKS RADIO
122.2
ANCHORAGE CENTER
124.6 352.0
CTAF
122.9



NOTE: GPS Required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS
Rwy 5, 23: Standard

TAKE-OFF OBSTACLE NOTES
Rwy 5: Tree 799′ from DER, 606′ right of centerline 40′ AGL/532′ MSL.
Tree 1297′ from DER 664′ right of centerline 40′ AGL/534′ MSL.
Tree 2007′ from DER 342′ right of centerline 40′ AGL/498′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb to 7000 direct CICLO and right turn via 142° track to HAPUX and via 095° track to AKVEY and via 059° track to BUUDN.

TAKE-OFF RUNWAY 23: Climb to 7000 direct RUYNO and left turn via 142° track to TILUY and via 077° track to AKVEY and via 059° track to BUUDN.

RNAV (GPS) RWY 5

ALLAKAKET (6A8) (PFAL)

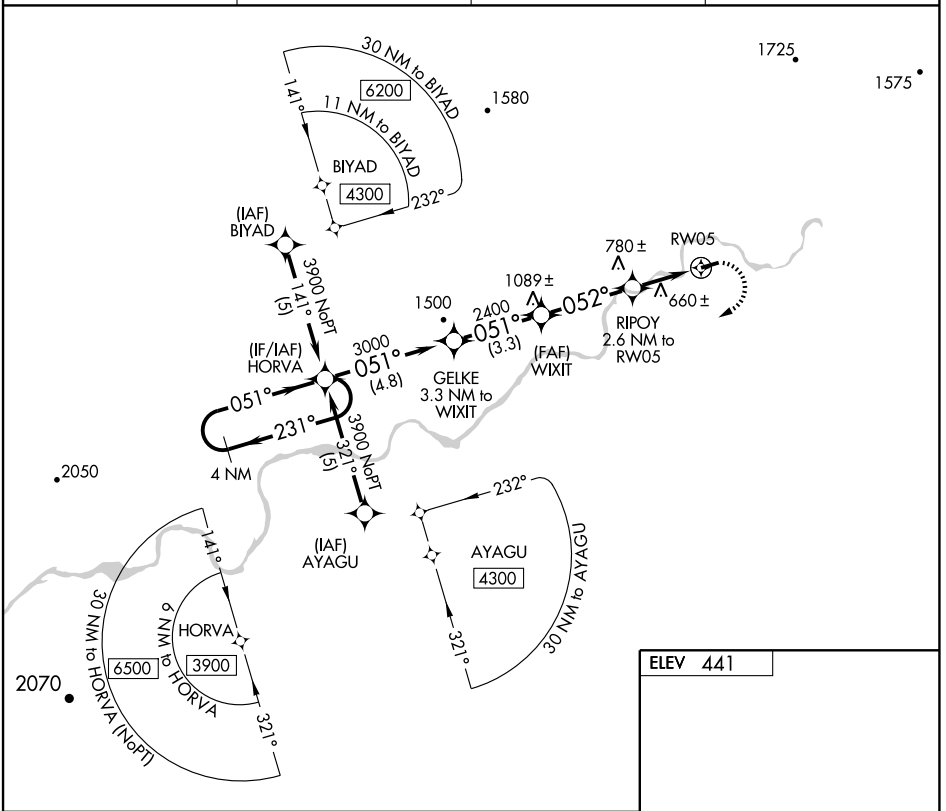
APP CRS	Rwy Idg	4000
052°	TDZE	439
	Apt Elev	441

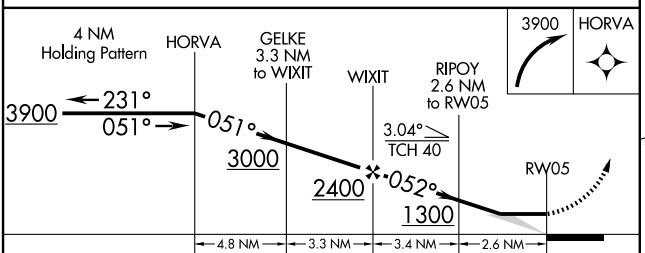
Use Bettles altimeter setting. DME/DME RNP-0.3 NA.

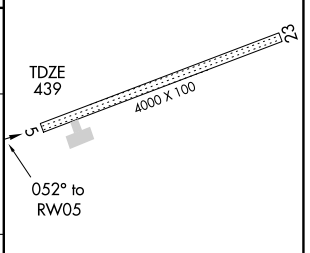
NA

MISSED APPROACH: Climbing right turn to 3900 direct HORVA and hold.

BETTLES ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 581 (600-1)		1020-1½ 581 (600-1½)	NA
CIRCLING	1100-1 659 (700-1)	1160-1 719 (800-1)	1200-2¼ 759 (800-2¼)	NA

MIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
232°	TDZE	441
	Apt Elev	441

RNAV (GPS) RWY 23

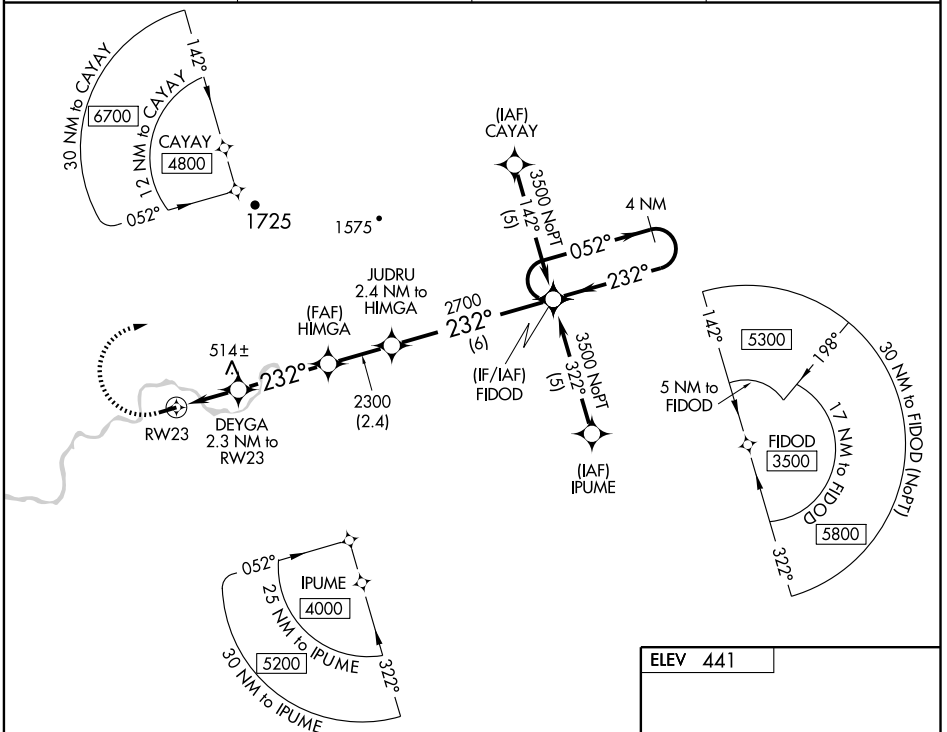
ALLAKAKET (6A8) (PFAL)

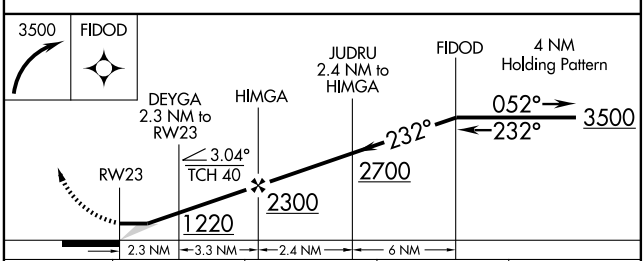
Use Bettles altimeter setting. DME/DME RNP-0.3 NA.

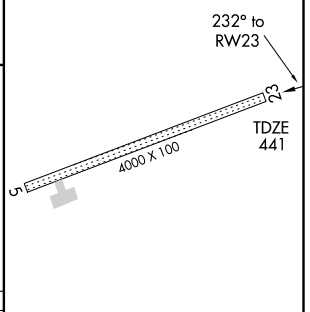
NA

MISSED APPROACH: Climbing right turn to 3500 direct FIDOD and hold.

BETTLES ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	900-1 459 (500-1)		900-1¼ 459 (500-1¼)	NA
CIRCLING	1100-1 659 (700-1)	1160-1 719 (800-1)	1200-2¼ 759 (800-2¼)	NA

MIRL Rwy 5-23 L

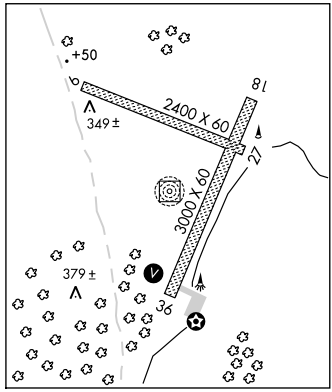
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ALPINE AIRSTRIP (See DEADHORSE)

ALSEK N59°19.55′ W138°53.10′ **JUNEAU**
RCO —121.4 (JUNEAU FSS) **L–1B, 3E**

ALSEK RIVER (See YAKUTAT)

§ **AMBLER** (AFM) (PAFM) 1 N N67°06.38′ W157°51.45′ UTC−9(−8DT) **FAIRBANKS**
P 334 BL4, 9 ① 30(GVL) 18–36, 09–27 **L–4I**
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 36 slope 0.6% up NE. Rwy 27 slope 1.0% up NW. Rwy 18–36 crowns in center and no line of sight between rwy ends. Caribou invof rwys. Rwy 09–27 and Rwy 18–36 has ruts and soft spots. Rwy 09–27 slopes uphill east to west approximately 80′. Rwy 18–36 marked with reflective cones, thld cones and thld panels. Rwy 09–27 marked with reflective thld cones and thld panels. ACTIVATE VASI Rwy 36 and MIRL Rwy 18–36 and Rwy 09–27 rotating beacon and windsock lgts—CTAF. ①Rwy 36, TCH 25′. GS 3.0°. **IAP**



WEATHER DATA SOURCES —(AWOS–3 132.1 907–445–2146) (TWEB AMF 403).
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM AFM OT CTC FAIRBANKS FAI)
RCO —122.0 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON 263.0 119.2
RADIO AIDS TO NAVIGATION
NDB(H–SAB/DME) 403 AMF Chan 108 N67°06.41′ W157°51.48′ At Fld. 282/23E. **TWEB.**
DME unusable 120°–228° byd 30 NM, 270°–080° byd 17 NM.
VHF/DF–Contact FAIRBANKS FSS. Lctd at N67°06.55″ W157°51.22″.
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–800–WX–BRIEF.

§ **ANACORTES** WA (74S) 2 W N48°29.94′ W122°39.74′ (LRA) UTC−8(−7DT) **SEATTLE**
P 241 BL4, 9 ①, 10 ② H30(ASP) 18–36 S12.5 **L–1E**
SERVICE —S4 **FUEL** —(NC–100)
AIRPORT REMARKS —Attended Mar–Oct 1530–0330Z‡, Nov–Feb 1530–0200Z‡. Mil arrival crdr N and W of arpt. No touch and go ldgs. Noise abatement procedures in effect, ctc arpt manager 360–293–3134. Rwy 36 preferred calm wind rwy. Rwy 18 rgt tfc. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. ①Rwy 18, TCH 40′ GS 3.0°. Rwy 36, TCH 40′ GS 3.0°. ② Rwy 18 and Rwy 36.
COMMUNICATIONS—(CTAF 128.25) (TIE–IN FSS SEATTLE SEA–NOTAM SEA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **ANAHIM LAKE** BC (CAJ4) 1 S N52°27.13′ W125°18.27′ UTC−8(−7DT) **L–1D**
P 3639 39(ASP) 13–31
SERVICE—S4 **FUEL** —(NC–100LL, JET A)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–3936 TODA–4806 ASDA–3936 LDA–3936
RWY 31: TORA–3936 TODA–4136 ASDA–3936 LDA–3936
AIRPORT REMARKS —Expect moderate to extreme turbulence when winds from west. Gravel area SE of thld Rwy 31 unusable. Extensive floatplane activity at Nimpo Lake, south of Anahim Lake NDB. Possible presence of large animals within arpt perimeter. Limited winter maintenance. For fuel svc ctc arpt manager 250–742–3246.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KAMLOOPS CYWL–NOTAM CYWL)
RADIO AIDS TO NAVIGATION
NDB(HW) 200 UAB N52°22.84′ W125°10.82′ 292° 6.3 NM to fld.
RADIO/NAV/WEATHER REMARKS —Toll free call to Kamloops FSS dial 1–866–WX–BRIEF.

NDB/DME AMF	APP CRS	Rwy Idg	3000
403	350°M	TDZE	292
Chan108(116.1)	(169°G)	Apt Elev	334

AL-6686 (FAA)

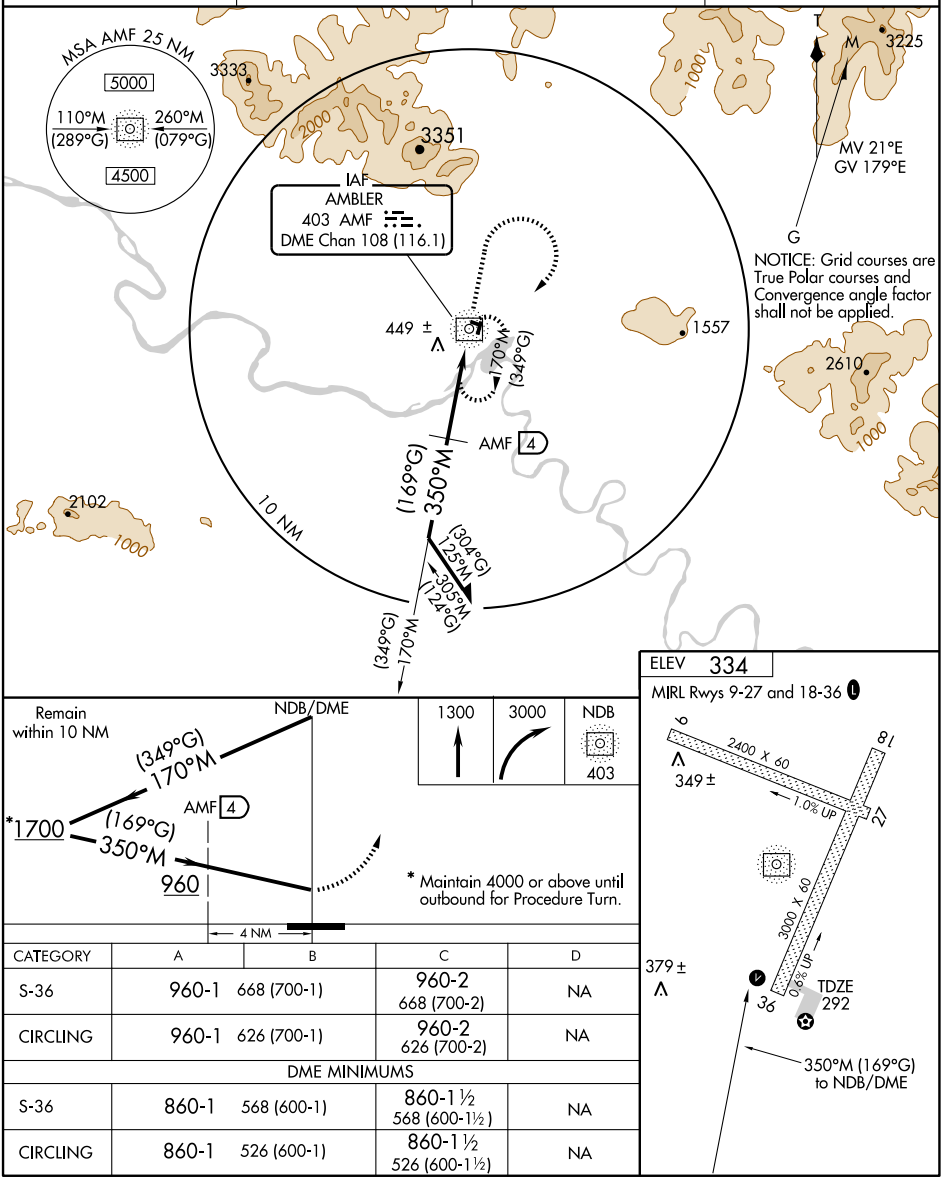
NDB RWY 36

AMBLER (AFM) (PAFM)

T NA — Circling not authorized west of Rwy 18-36.

MISSED APPROACH: Climb to 1300 then right climbing turn to 3000 direct AMF NDB and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L



CATEGORY	A	B	C	D
S-36	960-1	668 (700-1)	960-2 668 (700-2)	NA
CIRCLING	960-1	626 (700-1)	960-2 626 (700-2)	NA
DME MINIMUMS				
S-36	860-1	568 (600-1)	860-1½ 568 (600-1½)	NA
CIRCLING	860-1	526 (600-1)	860-1½ 526 (600-1½)	NA

67°06'N - 157°51'W

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
001°M	TDZE	313
(180°G)	Apt Elev	334

AL-6686 (FAA)

RNAV (GPS) Y RWY 36

AMBLER (AFM) (PAFM)

Circling not authorized west of Rwy 18-36.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE WP and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L

NOTICE: Grid courses are True Polar courses and Convergence angle factor shall not be applied.

Procedure NA for arrivals at JELLE on V-477 southwest bound.

T M
MV 21°E
GV 179°E
G

3351
1557
2610
1000
2102
1000

449 ±
RW36

(FAF)
JAKOW

1900
001°M
(180°G)
(5)

(IF/IAF)
PIKFE

(180°G)
001°M
181°M
(360°G)
4 NM

MSA RW36 25 NM
5000

2800 NoPT
055°M
(234°G)
(21.9)
(IAF)
JELLE

2800 NoPT
009°M
(188°G)
(41.9)
(IAF)
DESOY

1000

ELEV 334
MIRL Rwys 9-27 and 18-36 L

9
2400 X 60
1.0% UP
349 ±
18
27
3000 X 60
0.6% UP
379 ±
TDZE
313
36
001°M (180°G)
to RW36

4 NM
Holding Pattern
PIKFE
JAKOW
(360°G)
181°M
001°M
(180°G)
2800
(180°G)
001°M
1900
2.96°
TCH 40
RW36
1.1 NM to RW36
VGSI and descent angles not coincident

1000	2800	PIKFE

5 NM | 3.9 NM | 1.1

CATEGORY	A	B	C	D
LNAV MDA	660-1 347 (400-1)			NA
CIRCLING	700-1 366 (400-1)	800-1 466 (500-1)	800-1½ 466 (500-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
001°M	TDZE	313
(180°G)	Apt Elev	334

AL-6686 (FAA)

RNAV (GPS) Z RWY 36

AMBLER (AFM) (PAFM)

Circling not authorized west of Rwy 18-36.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE WP and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L

NOTICE: Grid courses are True
Polar courses and Convergence angle factor shall not be applied.

MV 21°E
GV 179°E

30 NM to PURJI
5800
10 NM to PURJI
4200
PURJI
091° (270°G)
181° (360°G)

(FAF)
JAKOW
449 ±
RW36

(360°G) 181°
30 NM to SKINY
6000
10 NM to SKINY
2800
SKINY
271° (090°G)

(IAF)
PURJI
2800 NoPT
091°M (270°G) (5)

1900
001°M (180°G) (5)

(IF/IAF)
PIKFE
(180°G) 001°M
181°M (360°G)

2800 NoPT
271°M (090°G) (5)
(IAF)
SKINY

4 NM

(270°G) 091°
PIKFE
2800
5 NM to PIKFE
4200
30 NM to PIKFE (NoPT)
(090°G) 271°

3351
1557
2610
2102
1000

ELEV 334
MIRL Rwys 9-27 and 18-36 L

2400 X 60
1.0% UP
349 ±
9
27
18
3000 X 60
0.6% UP
379 ±
TDZE
313
36
001°M (180°G) to RW36

4 NM
Holding Pattern
PIKFE
(360°G)
181°M
001°M
(180°G)
2800

(180°G)
001°M
JAKOW
1900
1.1 NM to RW36
RW36
2.96°
TCH 40

1000 | 2800 | PIKFE

VGSI and descent angles not coincident

5 NM | 3.9 NM | 1.1

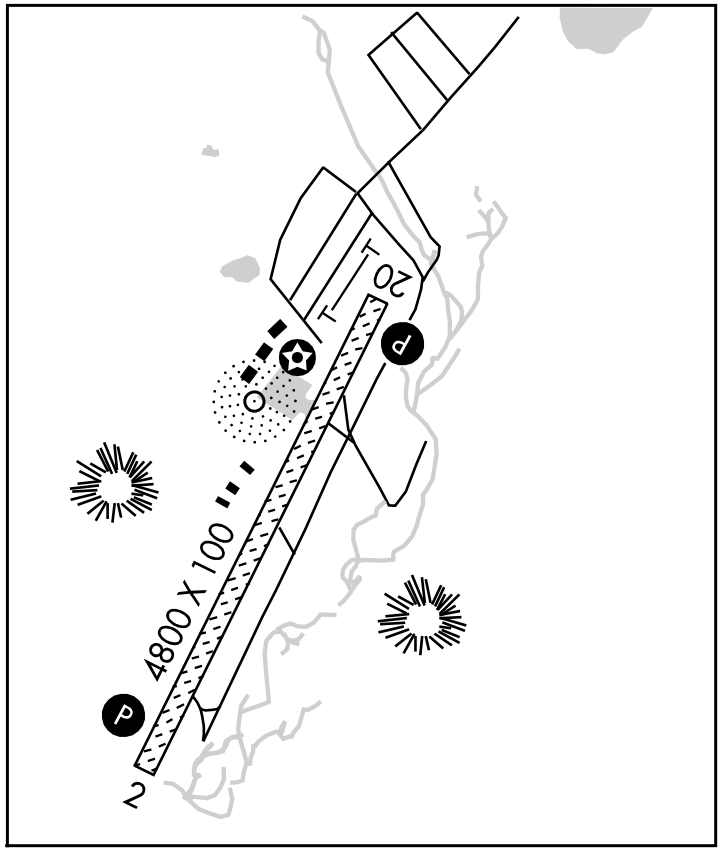
CATEGORY	A	B	C	D
LNAV MDA	660-1 347 (400-1)			NA
CIRCLING	700-1 366 (400-1)	800-1 466 (500-1)	800-1½ 466 (500-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **ANAKTUVUK PASS** (AKP) (PAKP) 0 SE N68°08.02′ W151°44.60′ UTC−9(−8DT) **POINT BARROW**
2102 BL4, 10 ①, 12 ② 48(GVL) 02–20 **H–1A, L–4I**
IAP

AIRPORT REMARKS —Attended continuously. Rwy 02–20 Be Alert: rwy located in mountain valley. High terrain in all quadrants causing turbulent winds. Rwy 02–20 recommend visual inspection prior to use. Rwy 02 slope 1.1% up NE. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwys 02, Rwy 20, and rotating bcn—CTAF. ①Rwy 02 and Rwy 20. ②Rwy 20, TCH 40′. GS 3.0°. Rwy 02, TCH 41′. GS 3.0



WEATHER DATA SOURCES—(AWOS–3 135.75 907–661–3020) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM AKP)

ANCHORAGE CENTER APP/DEP CON —352.0 124.6

GCO —122.15 (FAIRBANKS FSS)(NSTD GCO 4 clicks)

RADIO AIDS TO NAVIGATION

NDB (MHW) 348 AKP N68°08.20′ W151°44.66′ at Fld./21E.

NBD Unusable;

160°–175° byd 12 NM all altitudes

180°–230° byd 21 NM blw 11,000′

280°–320° byd 20 NM all altitudes

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

ANCHORAGE (See the following airports)

BRYANT AAF (Fort Richardson)

ELMENDORF AFB

ELMENDORF HOSPITAL HELIPORT

KULIS ANG (Ted Stevens Anchorage Intl)

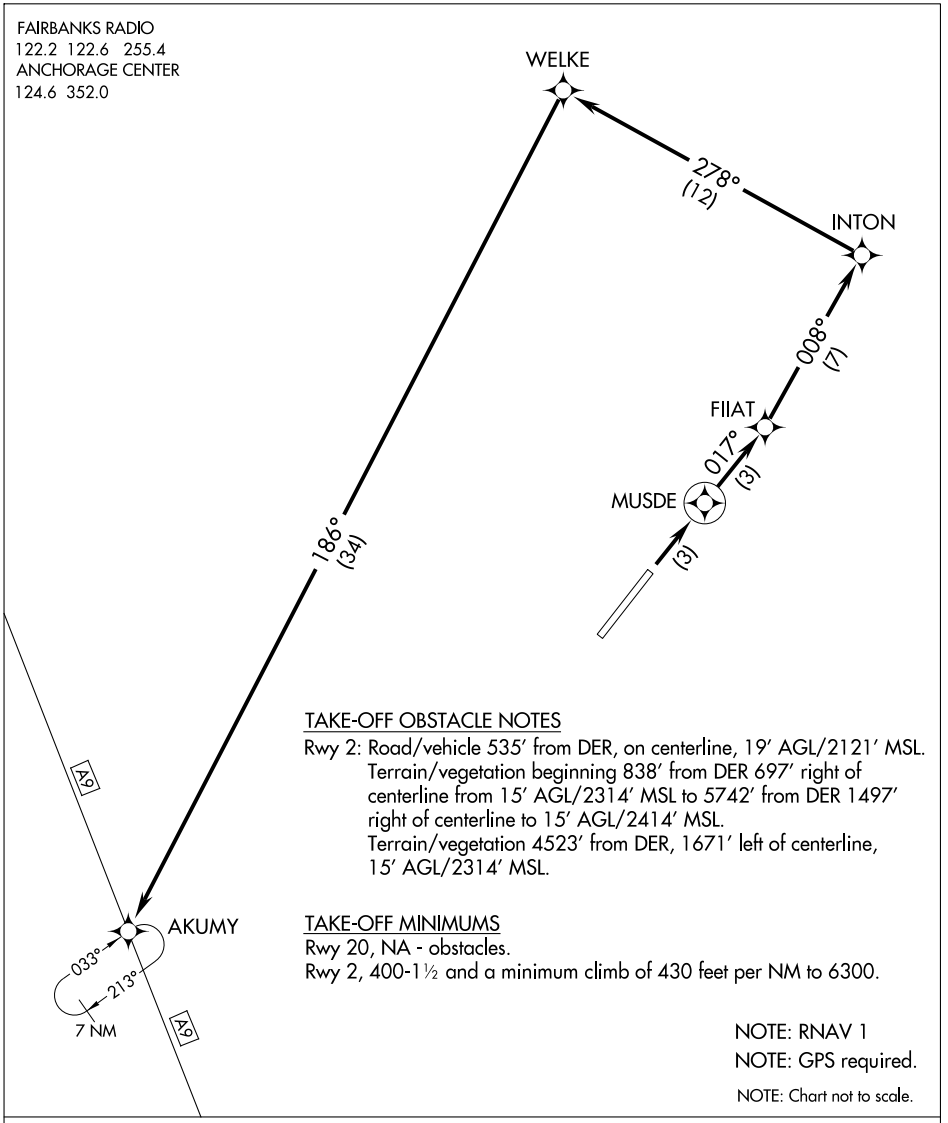
®ANCHORAGE CENTER **306.2** 306.2 **(E)** **(ZAN) (PAZA)**

Adak—**254.3** **126.4**
Aniak—**251.05** 251.05 **118.15** 118.15
Annette Island 284.6 **256.7** **127.3** 118.5 Radar not avbl. Secondary Radar only.
Barrow—**239.25** 239.25 **135.3** 135.3
Barter Island—**120.6** 120.6 Radar not avbl. Secondary Radar only.
Bethel—372.0 **351.85** **127.5** 125.2 Radar not avbl. Secondary Radar only.
Bettles—**352.0** 352.0 **124.6** 124.6
Big Delta—322.5 135.3
Big Lake—**279.6** 279.6 **133.7** 133.7
Biorka Island—335.5 (Unusable 050°–110° beyond 30 NM below 7000) **323.25** 126.1 (Unusable 050°–110° beyond 30 NM below 7000) **120.55** Secondary Radar only.
Cape Lisburne—**363.25** 363.25 **119.65** 119.65
Cape Newenham—**273.6** 251.1 **127.6** 124.2 Radar not avbl. Secondary Radar only.
Cape Romanzof—**266.8** **132.5** 124.5
Cold Bay—**322.4** 278.3 (Unreliable 168°–223° beyond 7 NM below 5000 and 038°–098° beyond 20 NM below 5000 due to terrain.) **125.45** 118.5 Radar not avbl. Secondary Radar only.
Deadhorse—**370.9** 370.9 **134.4** 134.4 Secondary Radar only.
Dillingham—282.35 132.75 Dillingham RCAG is backup when King Salmon RCAG OTS.
Dutch Harbor—**268.7** **132.15** 121.4
Fort Yukon—284.7 225.4 **135.0** 132.7
Galbraith—134.6
Galena—290.2 **278.8** **134.55** 127.0 Radar not avbl. Secondary Radar only.
Gambell—**281.4** 281.4 **132.2** 132.2
Gulkana —**360.8** 360.8 **317.5** 317.5 **127.9** 127.9 **119.5** 119.5 Radar not avbl. Secondary Radar only.
Gunnuk Mountain—**285.5** 285.5 **132.18** 132.18
Gustavus—**360.65** 360.65 **133.2** 133.2
Hill—3265—**233.7** 233.7 **133.5** 133.5
Homer —**316.1** **270.3** 270.3 **133.8** **125.9** 125.9 Radar not avbl. Secondary Radar only.
Igiugig—**118.8**
Iliamna—118.8 Radar not avbl. Secondary Radar only.
Johnstone Point—**119.3** 119.3
Kenai—**379.1** 379.1 **273.45** 273.45 **269.0** 269.0 **125.7** 125.7 **123.9** 123.9 **119.7** 119.7 Primary radar.
King Salmon—354.0 **322.35** **132.85** 124.8 Radar not avbl. Secondary Radar only. King Salmon RCAG is backup when Dillingham RCAG OTS.
Kodiak—281.4 **273.55** **132.65** 125.1 Radar not avbl. Secondary Radar only.
Kotzebue—**281.5** 263.0 **132.35** 119.2 Radar not avbl. Secondary Radar only.
Level Island— 118.0
Marshall Don Hunter Sr—**124.0**
McGrath—353.8 **319.15** **133.05** 128.1 Radar not avbl. Secondary Radar only.
Middleton Island—**279.55** **269.4** 269.4 **133.6** 133.6 **124.05** Secondary Radar only.
Mountain Robert Barron—**133.9** 133.9 Radar not avbl. Secondary Radar only.
Murphy Dome—**319.2** 319.2 **285.4** 285.4 **133.1** 133.1 **120.9** 120.9 Primary radar.
Nome—290.4 **269.2** 133.3 **125.95** Radar not avbl. Secondary Radar only. Nome RCAG communications provided by Nome FSS on 122.6.
Northway—**323.0** 323.0 **126.55** 126.55 Radar not avbl. Secondary Radar only.
Nuiqsut—119.4
Port Heiden—**288.3** 288.3 **132.9** 132.9 Radar not avbl. Secondary Radar only.
St. Marys—124.0 Radar not avbl. Secondary Radar only.
St. Paul Island—**339.8** 339.8 **338.3** 338.3 **128.2** 128.2 **119.1** 119.1 Radar not avbl. Secondary Radar only.
Sand Point—346.3 125.35
Shemya—**339.8** 339.8 **338.3** 338.3 **128.2** 128.2 **119.1** 119.1 Radar not avbl. Secondary Radar only.
Sparrevohn—379.9 **351.8** 351.8 **134.3** 134.3 128.5
Talkeetna—**254.3** 254.3 **125.55** 125.55
Unalakleet—**335.5** 335.5 **135.7** 135.7
Yakutat—**263.1** 263.1 **119.0** 119.0 Radar not avbl. Secondary Radar only.

CONTINUED ON NEXT PAGE

AKUMY TWO DEPARTURE (RNAV) (OBSTACLE)

FAIRBANKS RADIO
122.2 122.6 255.4
ANCHORAGE CENTER
124.6 352.0



TAKE-OFF OBSTACLE NOTES

Rwy 2: Road/vehicle 535′ from DER, on centerline, 19′ AGL/2121′ MSL. Terrain/vegetation beginning 838′ from DER 697′ right of centerline from 15′ AGL/2314′ MSL to 5742′ from DER 1497′ right of centerline to 15′ AGL/2414′ MSL. Terrain/vegetation 4523′ from DER, 1671′ left of centerline, 15′ AGL/2314′ MSL.

TAKE-OFF MINIMUMS

Rwy 20, NA - obstacles.
Rwy 2, 400-1½ and a minimum climb of 430 feet per NM to 6300.

NOTE: RNAV 1
NOTE: GPS required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb direct MUSDE, then via depicted route to AKUMY. Thence proceed on course. Maintain 10000 or higher assigned altitude.

AK, 23 SEP 2010 to 18 NOV 2010

NDB AKP 348	APP CRS 039°	Rwy Idg N/A TDZE N/A Apt Elev 2102

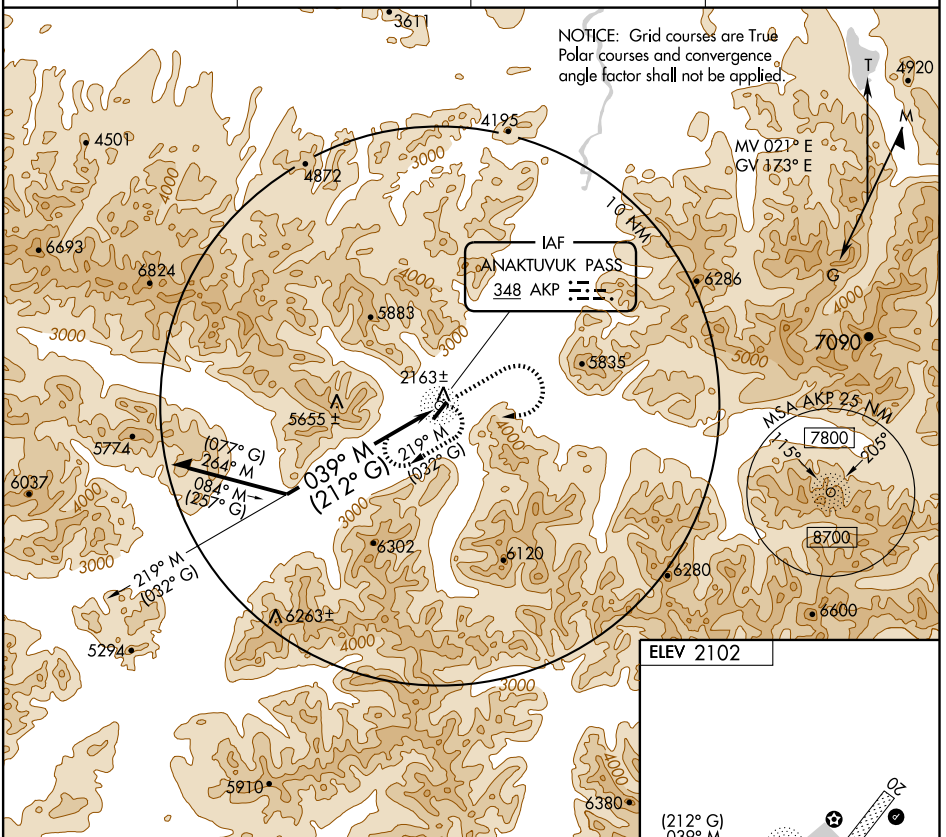
NDB-B

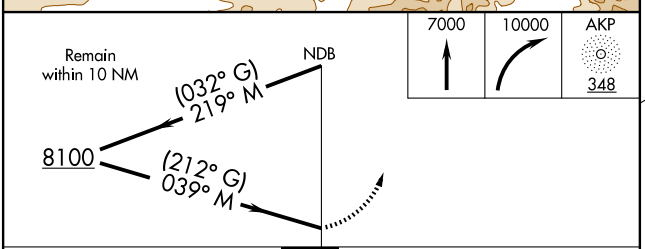
ANAKTUVUK PASS (AKP) (PAKP)

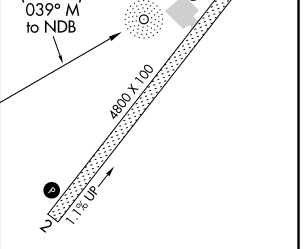
When local altimeter setting not received, procedure NA.
Circling NA west of Rwy 2-20.
Circling to Rwy 2 NA at night for Cats C and D.
When VGSI inoperative, circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct AKP NDB and hold, continue climb-in-hold to 10000.

AWOS-3	ANCHORAGE CENTER	GCO	CTAF
135.75	124.6 352.0	122.15	122.8 L







CATEGORY	A	B	C	D
CIRCLING	6600-1¼ 4498 (4500-1¼)	6600-1½ 4498 (4500-1½)	6600-3 4498 (4500-3)	

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS)-A

ANAKTUVUK PASS (AKP) (PAKP)

APP CRS	Rwy Idg	N/A
034°	TDZE	N/A
	Apt Elev	2102

Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.
When VGSI inoperative, circling Rwy 20 NA at night.
Circling to Rwy 2 NA at night for Cat C and D.

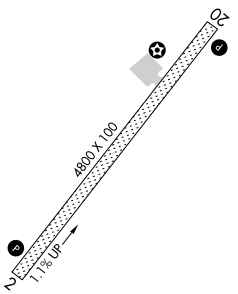
MISSED APPROACH: Climb to 10000 direct DESCA and via 008° track to INTON and via 278° track to WELKE and left turn via 186° track to AKUMY and hold.

AWOS-3	ANCHORAGE CENTER	GCO	CTAF
135.75	124.6 352.0	122.15	122.8 L

NOTICE: Grid courses are True
Polar courses and convergence angle factor shall not be applied.

WELKE
INTON
DESCA
UPINE
RELIE
GESTE
AKUMY
TUTUC
(IF/IAF) AKUMY
(IAF) RELIE
(IAF) TUTUC
(FAF) GESTE
(MAP) UPINE
10000 RELIE
9000 NoPT
7400
30 NM to RELIE
30 NM to TUTUC
25 NM to AKUMY
30 NM to AKUMY (NoPT)
7 NM
MV 021° E
GV 173° E
ELEV 2102

CATEGORY	A	B	C	D
CIRCLING	5180-1¼ 3078 (3100-1¼)	5180-1½ 3078 (3100-1½)	5180-3 3078 (3100-3)	5260-3 3158 (3200-3)

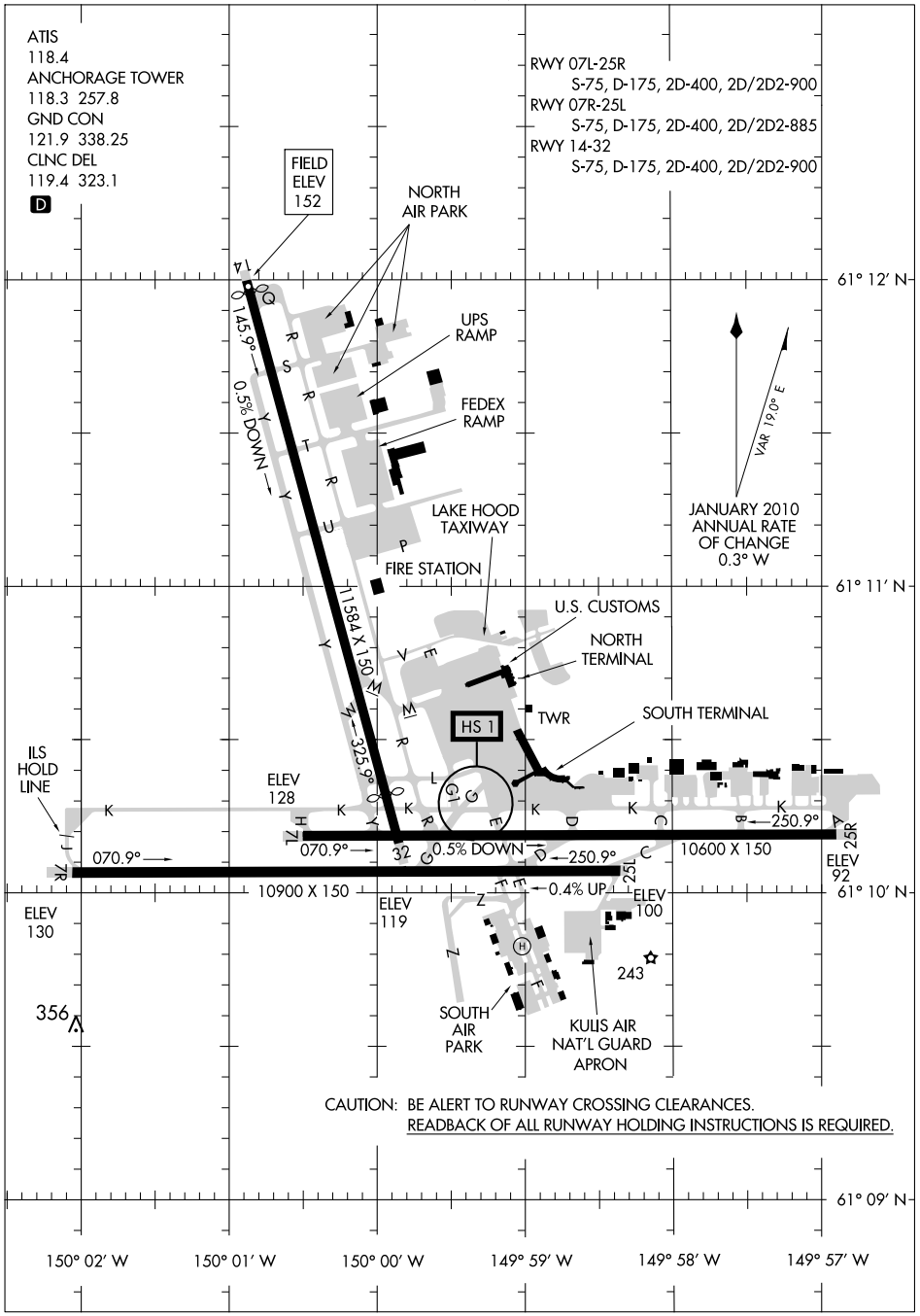


MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA)
ANCHORAGE, ALASKA



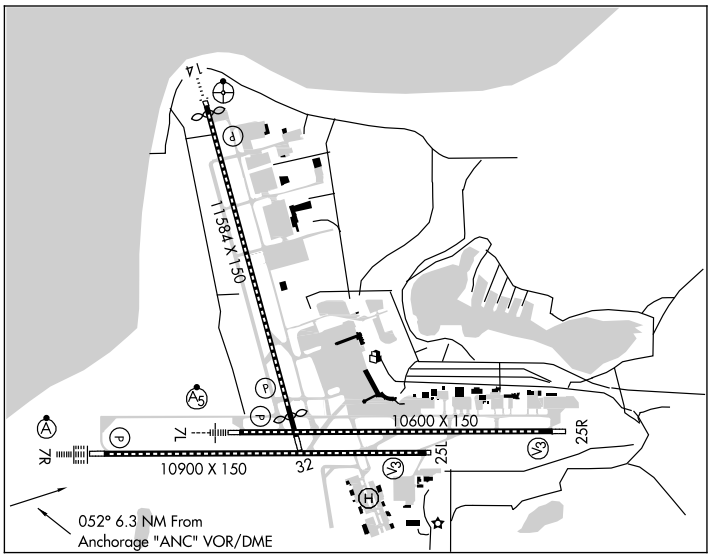
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ANCHORAGE, ALASKA
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

10266

§ **TED STEVENS ANCHORAGE INTL** (ANC) (PANC) 4 SW N61°10.46′ W149°59.78′ (LRA) **ANCHORAGE**
UTC−9(−8DT) **H–1B, 2K, L–1A, 3D, 4G**
P(ANG) 152 BL5, 6, 8, 9 ①, 10 ②, 11, 12③ H116(ASP–GRVD) **IAP, AD**
07R–25L S–75, D–175, 2S–175, 2D–400, 2D/2D2–885, 07L–25R S–75, D–175, 2S–175, 2D–400, 2D/2D2–900
14–32④ S–75, 2S–175, 2D–400, 2D/2D2–900



SERVICE—S4 **JASU** —4(A–7) **FUEL** —(NC–100, 100LL, A, A1) LHOX, LHOX–RB

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–10492 TODA–10492 ASDA–10492 LDA–10492
RWY 32: TORA–11584 TODA–12584 ASDA–11584 LDA–10692

AIRPORT REMARKS —Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended continuously. Class I, ARFF Index E. Anchorage arpt traffic control has been granted a waiver to the guidelines that prohibit the control twr from taxiing an acft into ''position and hold'' at an intersection, between sunset and sunrise. This waiver allows the twr to taxi the acft into ''position and hold'' during periods of darkness at the following intersection: Rwy 32 at Twy Kilo. Acft shall not taxi into ''position and hold'' under the provisions of this waiver when the subject intersection is not visible from the twr. When provisions of this waiver are being exercised, the affected rwy shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunrise and sunset. However, acft cannot be taxied into ''position and hold'' prior to takeoff clearance. Noise sensitive area in effect contact arpt manager at 907–266–2525 or arpt ops at 907–266–2600 for further information. Migratory birds in vicinity of arpt Spring through Fall. One hr PPR for non-transponder acft ops. PPR for non-radio aircraft operations. Pilots must provide an ETA and remain within plus or minus 15 minutes of ETA. Command Post (Camper) manned 24 hours, DSN317–626–1131 or C907–249–1131. Ctc Camper 30 minutes out. To coord non-transponder or non-radio ops ctc Anchorage twr at 907–271–2700 dur admin hours (1630–0100Z‡ weekdays). During non-admin hours and holidays ctc FAA at 907–271–5936. No nighttime non-radio acft ops permitted. Kulis ANG Base ops DSN 626–1225 or C907–249–1225. Ops Mon–Fri 1630–0100Z‡, clsd weekends and holidays. Limited acft parking, marginal wingtip clnc while taxiing on parking ramp. No trans alert. Military contract fuel avbl 907–243–7627. No svc or maint except C–130H and HH60G or hangar space. NOTE: Taxiway K is north of and parallel to Rwy 07R/L–25R/L. Use caution to avoid landing on taxiway. Rwy 14 VASI units aligned 5°W of rwy centerline. When Rwy 07R–25L or Rwy 14–32 are CLOSED, Rwy 07L–25R open to all acft. FAA ramp PPR ctc ANC FIFO freq 135.85 907–271–2414 or AVN 405–954–9780 Mon–Fri 1500–2330Z‡. Right turn out of ramp parking area R–2 thru R–4 prohibited. General aviation ops be alert, jet blast all twys and parking ramp. No compass calibration pad. Rwy 07L slope 0.5% down. Rwy 25L slope 0.4% up. Rwy 14 slope 0.5% down. Rwy 07R, Rwy 07L and Rwy 14 rgt tfc. Rwy 07R–25L, Rwy 14–32 RVR touchdown, midfield, rollout avbl. Unlighted 489′ twr 2½ miles NE. Portions of Twy K between Twy H and Twy J not vis from twr. Twy V security gate east of Twy E, key 121.75 5 times to ACTIVATE. Twy V restricted to acft weighing 12,500 lbs or less. Subject to jet blast west of Twy E. Rwy 07L MALSR. Rwy 14 ODALS. Centerline lights Rwys 07L–25R, 07R–25L, 14–32. TDZL Rwy 07L. NOTE: See Special Notices—Continuous Power Facilities. See GENERAL NOTICES—ENTRY

CONTINUED ON NEXT PAGE

REQUIREMENTS (CIVIL). ①Rwy 25L. TCH 101′ Upper GS 3.25°; TCH 58′ Lower GS 3.0°; Rwy 25R: TCH 64′ Upper GS 3.25°; TCH 39′ Lower GS 3.0°. ②Rwy 32. ③Rwy 07R. TCH 68′ GS 3.0°. Rwy 07L, TCH 54′ GS 3.0°. Rwy 14, TCH 75′ GS 3.2°, Rwy 32, TCH 65′ GS 3.0°. ④Rwy 14 thld dsplcd 200′. Rwy 32 thld dsplcd 893′.

WEATHER DATA SOURCES —(ASOS 907–248–2033) (TWEB ANC 114.3) (TWEB CMQ 338) (WX CAM).

COMMUNICATIONS—(SFA) (UNICOM 122.95) (D–ATIS 118.4) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RCO—255.4 122.2 (KENAI FSS) **RCO**—122.55 122.3 **(V)** (KENAI FSS)

Ⓡ **APP/DEP CON** — 363.2 119.1 (250°–330° 1500′ and blw) (331°–045° 2500′ and blw)
290.5 118.6 (250°–330° abv 1500′) (331°–045° abv 2500′)
257.9 126.4 (046°–205°) 257.9 123.8 (206°–249°)

TOWER —257.8 (Primary mil twr ctl) 118.3 (E) **GND CON** —338.25 121.9 **CLNC DEL** —323.1 119.4 128.65

INTERNATIONAL A/G FREQS —13273 11330 10048 8951 6655 5628 2932 (San Francisco ARINC)

ANG OPS/COMMAND POST (CAMPER) —311.0 140.15 4897.5 USB

AIRSPACE: CLASS C svc continuous ctc **APP CON.**

RADIO AIDS TO NAVIGATION—(VOT 108.4)

ANCHORAGE (H)ABVORW/DME 114.3 ANC Chan 90 N61°09.05′ W150°12.39′ 052° 6.3 NM to Fld. 287/25E. **TWEB.**

CAMPBELL LAKE NDB(HW–SAB) 338 CMQ N61°10.26′ W150°02.86′ 061° 1.5 NM to Fld./21E. **TWEB.**

BRUCK NDB(MH) 387 BOB N61°10.07′ W150°10.63′ 061° 5.3 NM to fld. 279/21E.
NDB unusable:
030°–130° byd 15 NM.

ILS/DME 109.9 I–TGN Chan 36 Rwy 07L. Class IE.

ILS/DME 111.3 I–ANC Chan 50 Rwy 07R. Class IIIE. LOC Rwy 07R unusable byd 25° left of course. DME Rwy 07R unusable byd 30° right of course.

ILS 111.75 I–BSC Chan 54(Y) Rwy 14.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. SELCAL facility on HF avbl, operated by SAN FRANCISCO ARINC. For WSO dial 907–266–5105. SSB (upper channel) capability. Avbl for all HF air/ground freqs. Use freq 122.55 (RCO) for filing, activating and canceling flight plans in the Anchorage Bowl area. VOT unusable east of Twy K, south of Twy M and Twy R.

ANCHOR POINT

ANCHOR RIVER AIRPARK (AKØØ) 1 NW N59°47.80′ W151°51.80′ UTC−9(−8DT) SEWARD

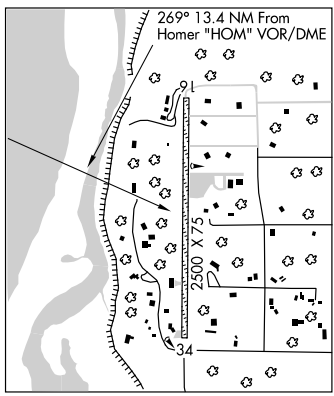
PVT 120 25(GVL) 16–34

AIRPORT REMARKS —Unattended. Rwy conditions unmonitored, visual inspection recommended prior to use. 100′ trees surround rwy. Rwy not maintained in winter. Arpt restricted to daylight VFR operations only. Tfc pattern alt 800′ AGL. Rising terrain N of rwy. Rwy 16 rgt tfc.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(TIE–IN FSS HOMER HOM 1500–0630Z‡ OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



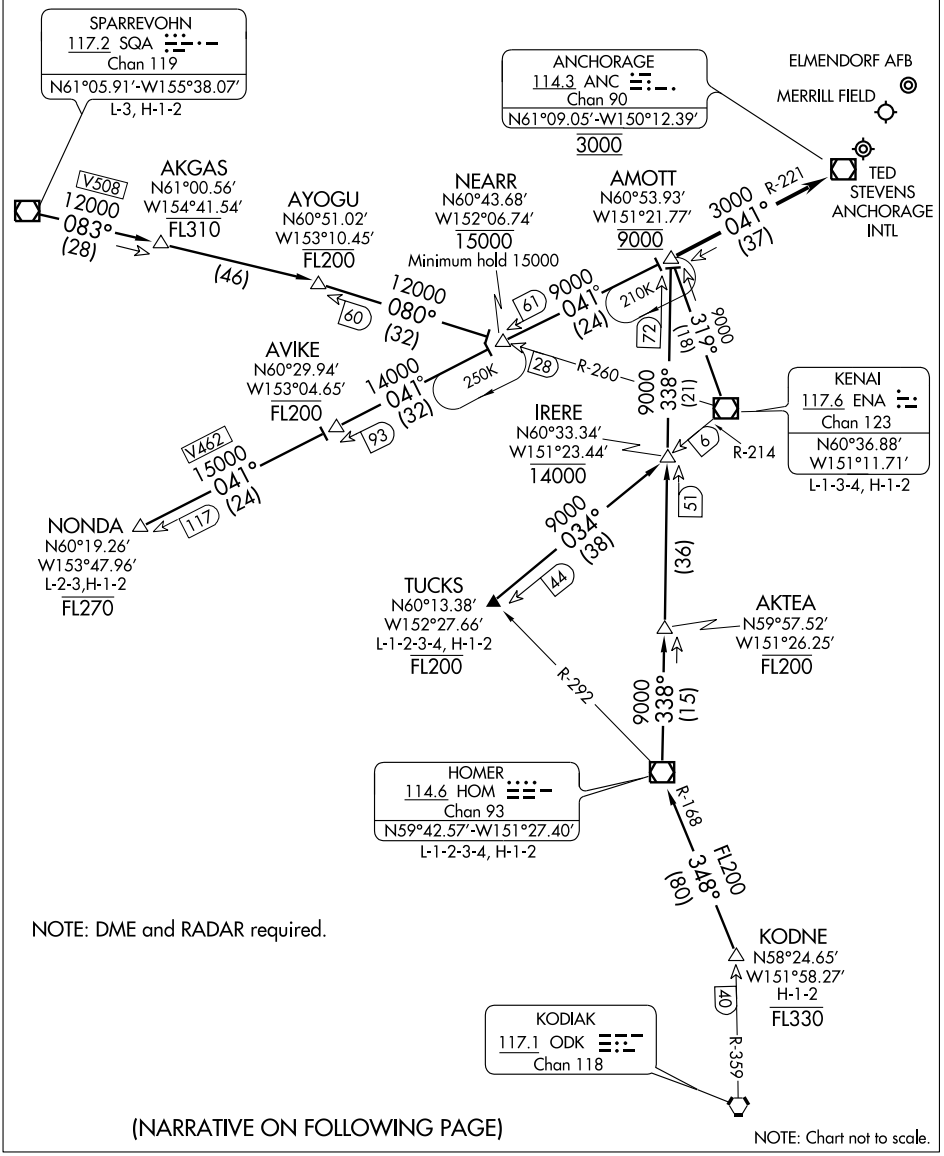
ANCHOR RIVER AIRPARK (See ANCHOR POINT)

ANDERSON LAKE (See WASILLA)

ANGOON N57°29.98′ W134°35.11′ JUNEAU

RCO —122.4 (SITKA FSS) L–1C

ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25



NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AK, 23 SEP 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

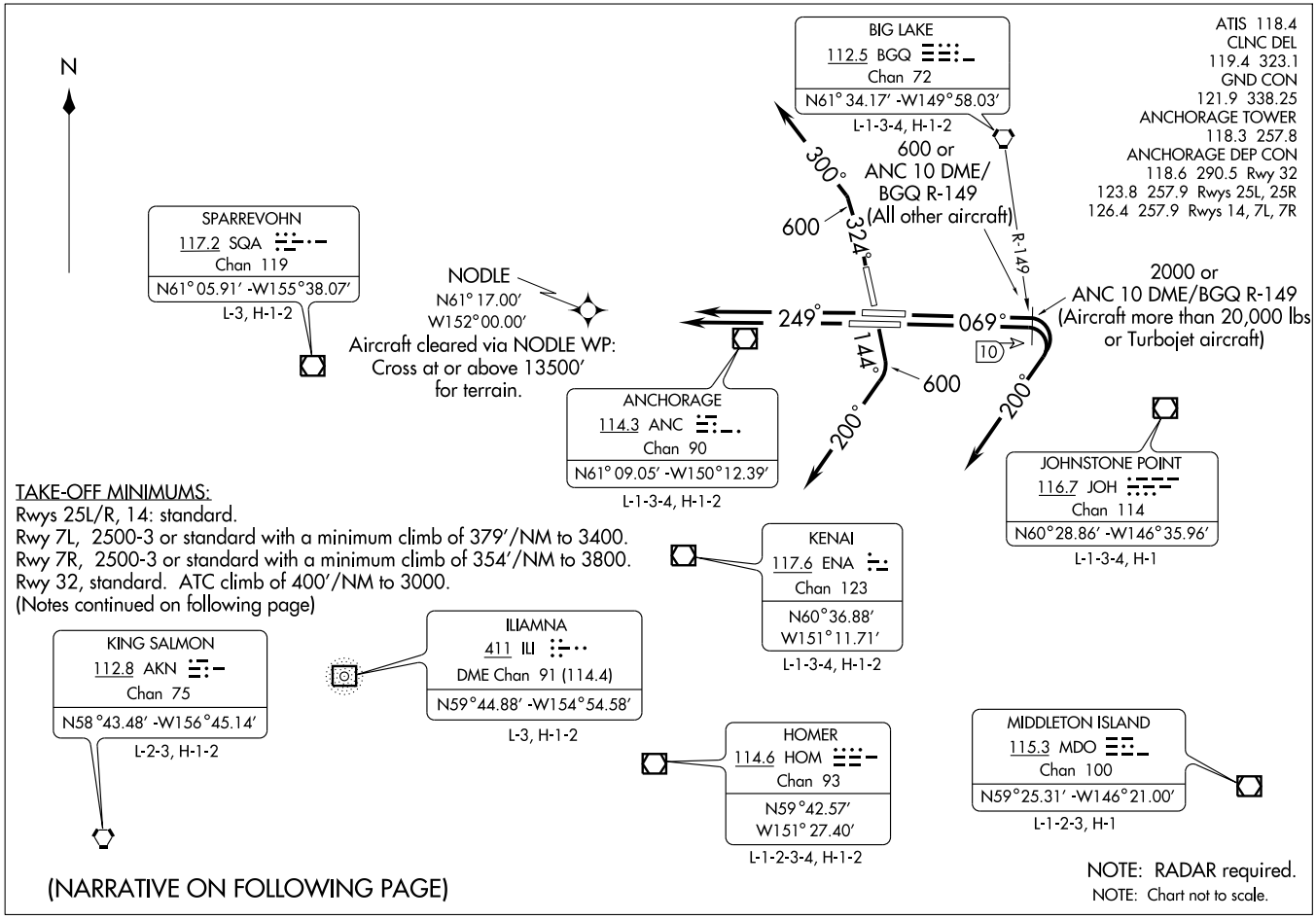
AK, 23 SEP 2010 to 18 NOV 2010

ANCHORAGE FOUR DEPARTURE

(ANC4.ANC) 09183

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

ANCHORAGE, ALASKA



(ANC4.ANC) 09183

ANCHORAGE FOUR DEPARTURE

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

SL-1500 (FAA)

ANCHORAGE, ALASKA

AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7L/R: Aircraft more than 20,000 lbs or turbojet aircraft: Climb heading 069°. Upon passing 2000', reaching ANC 10 DME or crossing BGQ R-149, turn right heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. All other aircraft: Climb heading 069°. Upon passing 600', reaching ANC 10 DME, or crossing BGQ R-149, climbing right turn heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. Thence. . . .

TAKE-OFF RUNWAY 14: Climb heading 144° to 600', then climbing right turn heading 200°. Thence. . . .

TAKE-OFF RUNWAYS 25L/R: Climb heading 249°. Thence. . . .

TAKE-OFF RUNWAY 32: Climb heading 324° to 600', then climbing left turn heading 300°. Thence. . . .

. . . . Expect Radar Vectors to assigned route or depicted fix. Maintain FL200 or assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

NOTE: Rwy 7L: Multiple trees beginning 948' from departure end of runway, 421' left of centerline, up to 64' AGL/140' MSL. Light pole 1,407' from departure end of runway, 608' left of centerline, 59' AGL/138' MSL.

NOTE: Rwy 7R: Terrain 2' from departure end of runway, 459' right of centerline, 105' MSL. Tree 1,043' from departure end of runway, 605' right of centerline, 50' AGL/149' MSL.

NOTE: Rwy 25L: Tree 1,693' from departure end of runway, 895' left of centerline, 56' AGL/234' MSL. Windsock 1,381' from departure end of runway, 404' left of centerline, 10 AGL/175' MSL.

NOTE: Rwy 14: Antenna on OL tower 2,212' from departure end of runway, 1,070' left of centerline, 103' AGL/225' MSL. Multiple trees beginning 1,749' from departure end of runway, 528' left of centerline, up to 95' AGL/220' MSL. Multiple trees and bushes beginning 1,222' from departure end of runway, 237' right of centerline, up to 75' AGL/191' MSL. Terrain 48' from departure end of runway, 155' right of centerline 125' MSL.

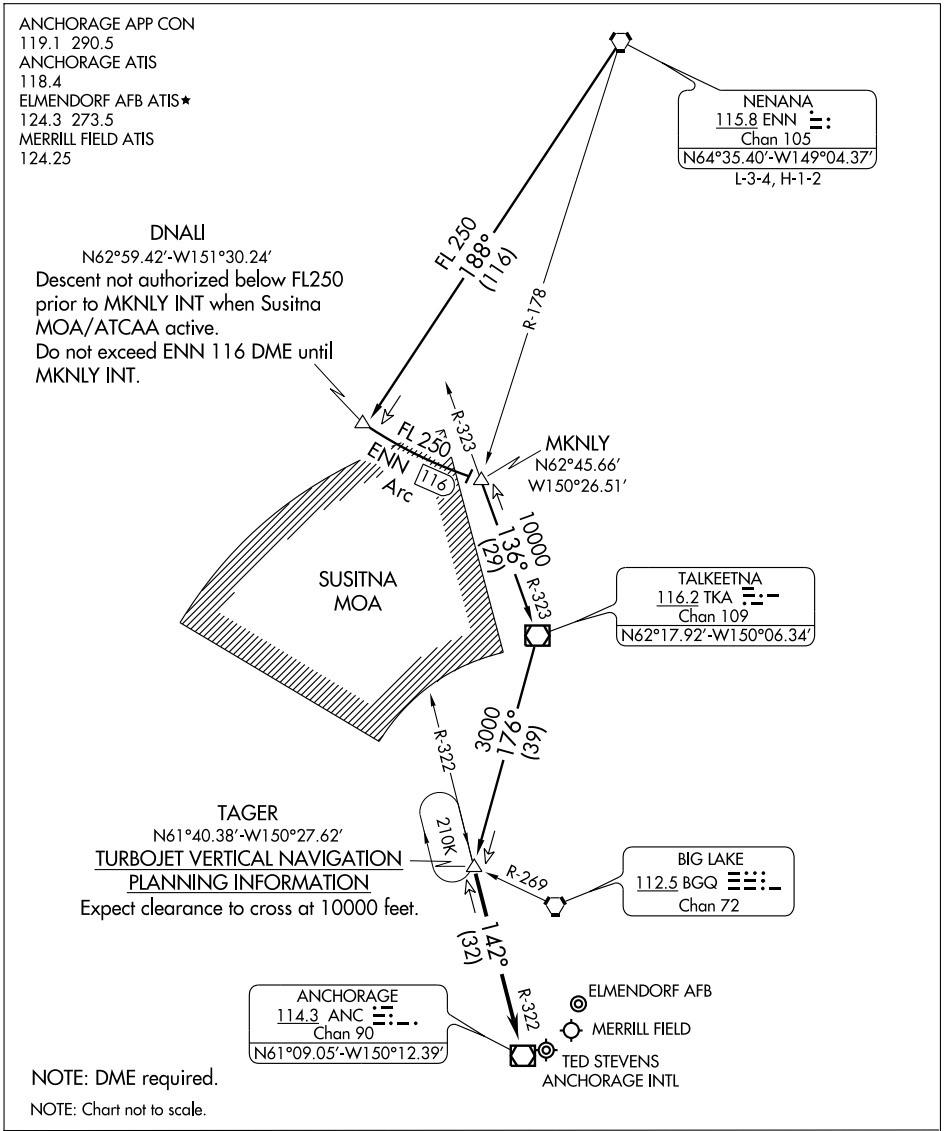
NOTE: Rwy 32: Multiple trees and bushes beginning 390' from departure end of runway, 311' right of centerline, up to 68' AGL/217' MSL.

DENALI ONE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

AK, 23 SEP 2010 to 18 NOV 2010



NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-323 to TKA VOR/DME and TKA R-176 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

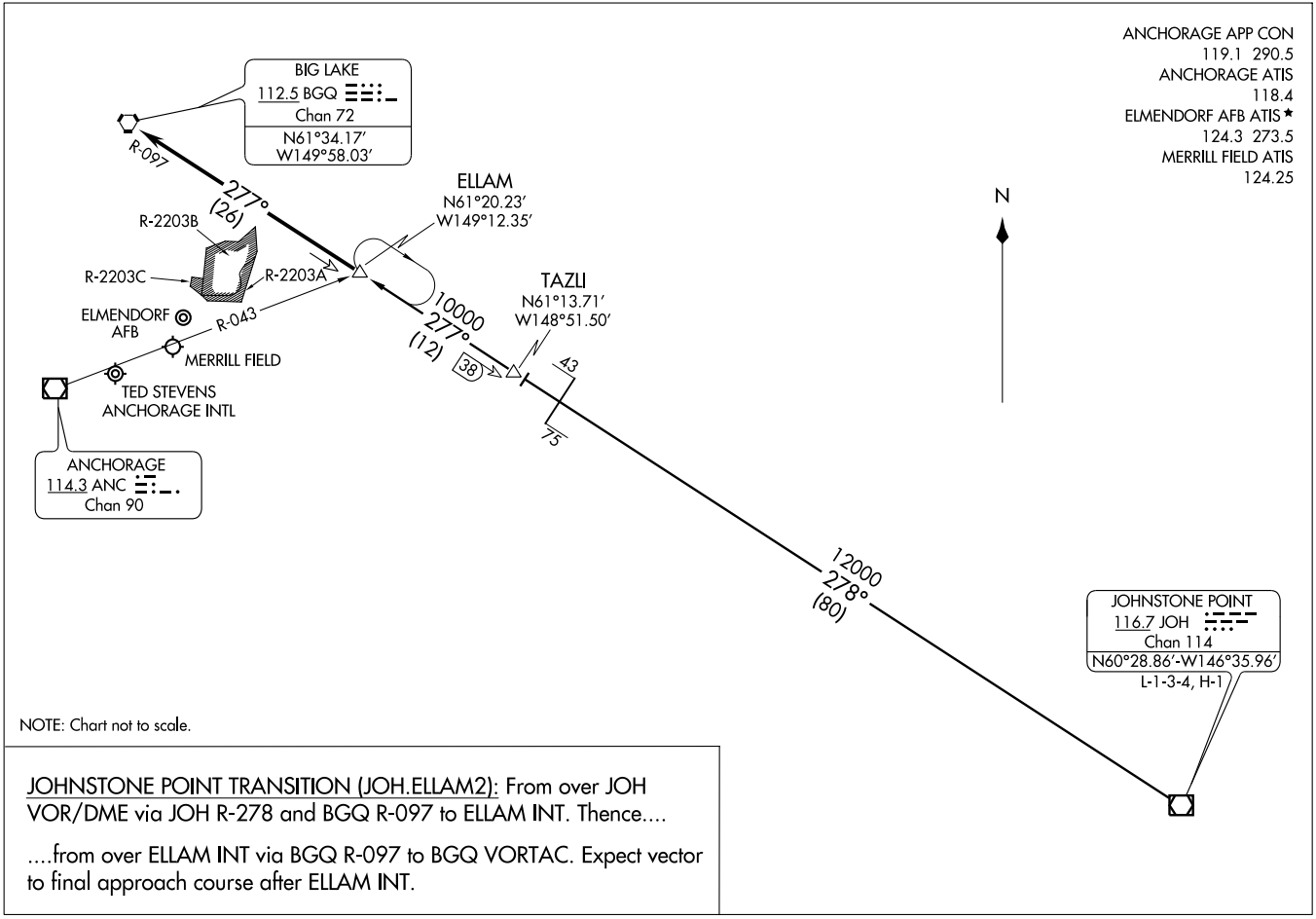
DENALI ONE ARRIVAL

ANCHORAGE, ALASKA

(DNALI.DNALI1) 10154

ELLAM TWO ARRIVAL

(ELLAM.ELLAM2) 09127



NOTE: Chart not to scale.

JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

ELLAM TWO ARRIVAL

(ELLAM.ELLAM2) 09127

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE, ALASKA

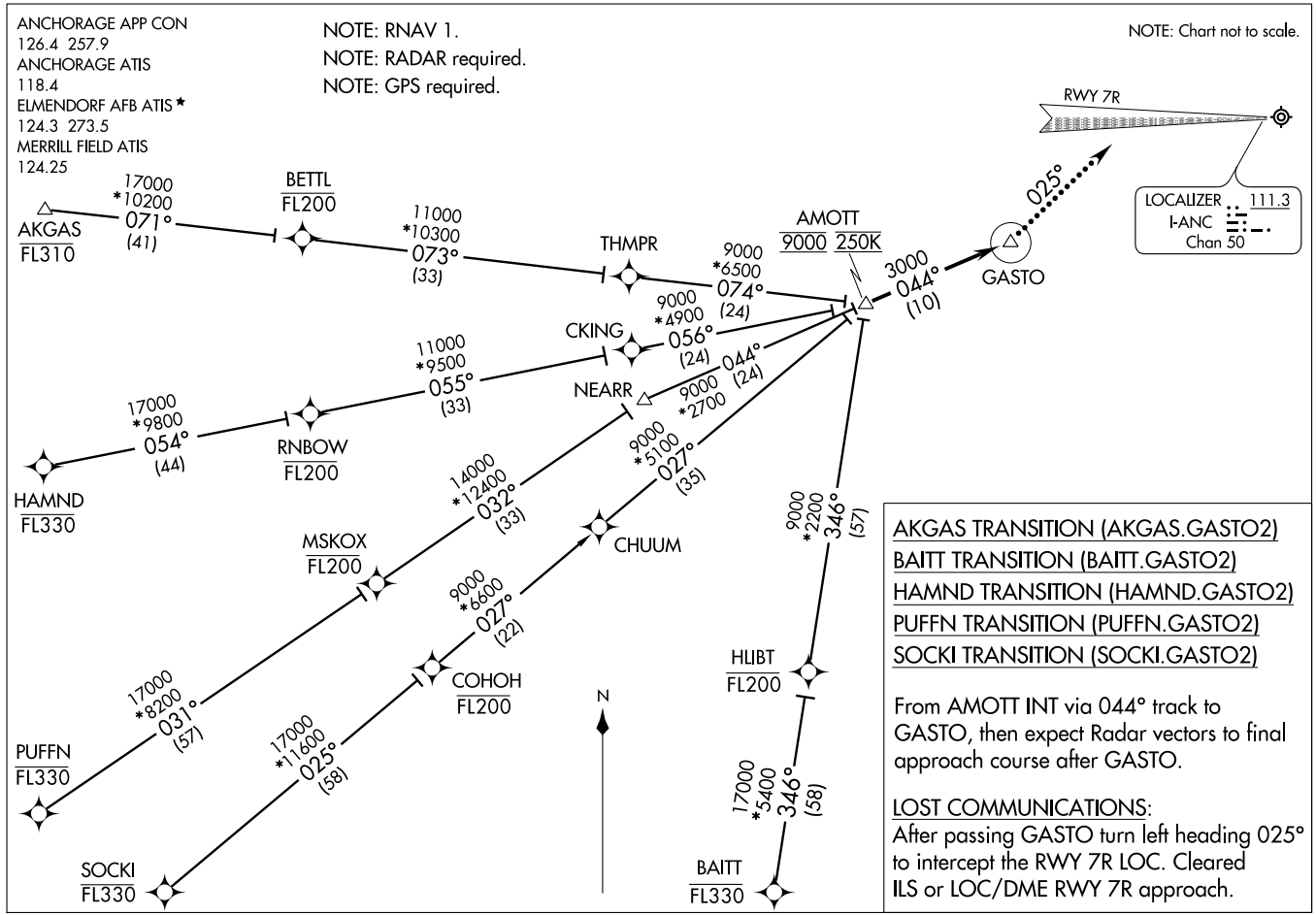
GASTO TWO ARRIVAL (RNAV)

(GASTO.GASTO2) 09127

ANCHORAGE APP CON
126.4 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: GPS required.

NOTE: Chart not to scale.



AKGAS TRANSITION (AKGAS.GASTO2)
BAITT TRANSITION (BAITT.GASTO2)
HAMND TRANSITION (HAMND.GASTO2)
PUFFN TRANSITION (PUFFN.GASTO2)
SOCKI TRANSITION (SOCKI.GASTO2)

From AMOTT INT via 044° track to GASTO, then expect Radar vectors to final approach course after GASTO.

LOST COMMUNICATIONS:
After passing GASTO turn left heading 025° to intercept the RWY 7R LOC. Cleared ILS or LOC/DME RWY 7R approach.

ST-1500 (FAA)

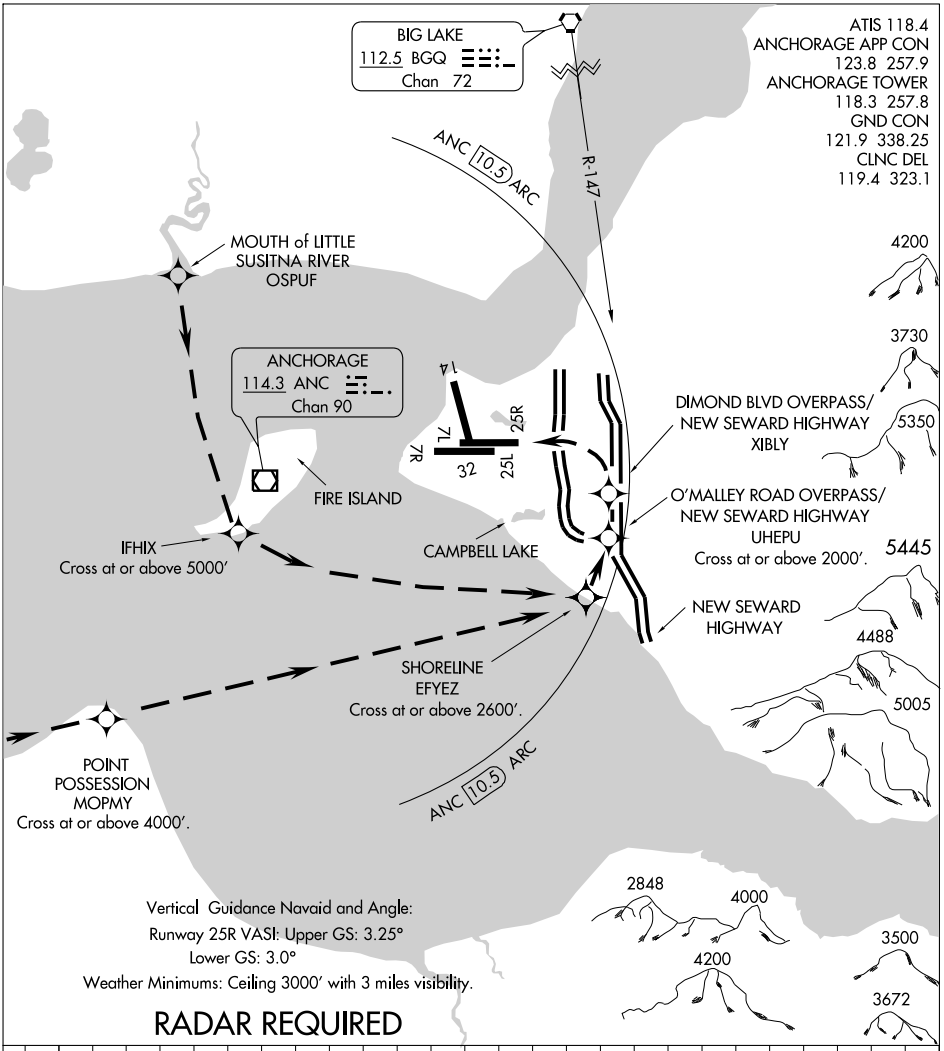
TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

(GASTO.GASTO2) 09127
GASTO TWO ARRIVAL (RNAV)
TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

HIGHWAY VISUAL RWY 25R

AL-1500 (FAA)

ANCHORAGE, ALASKA



HIGHWAY VISUAL RWY 25R

PROCEDURE NOT AUTHORIZED AT NIGHT

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ANCHORAGE, AK		
TED STEVENS ANCHORAGE INTL (ANC) (PANC)	HS 1	Confusing int in close proximity of Rwy 07L-25R.
FAIRBANKS, AK		
FAIRBANKS INTL (FAI) (PAFA)	HS 1	Numerous ramp vehicle operations in vicinity of Twy W.
	HS 2	Numerous ramp vehicle operations in vicinity of Twy U.
	HS 3	Area is not authorized for use by aircraft.
	HS 4	Twy B intersects Rwy 02R-20L and Rwy 02L-20R.
	HS 5	Int of Twy C and Twy R in close proximity to area not visible from the twr.
KODIAK, AK		
KODIAK (ADQ) (PADQ)	HS 1	Twy F is a narrow single access point to the main ramp.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

23 SEP 2010 to 18 NOV 2010

LOC/DME I-TGN	APP CRS	Rwy Idg 10600
109.9	071°	TDZE 128
Chan 36		Apt Elev 152

ILS or LOC/DME RWY 7L

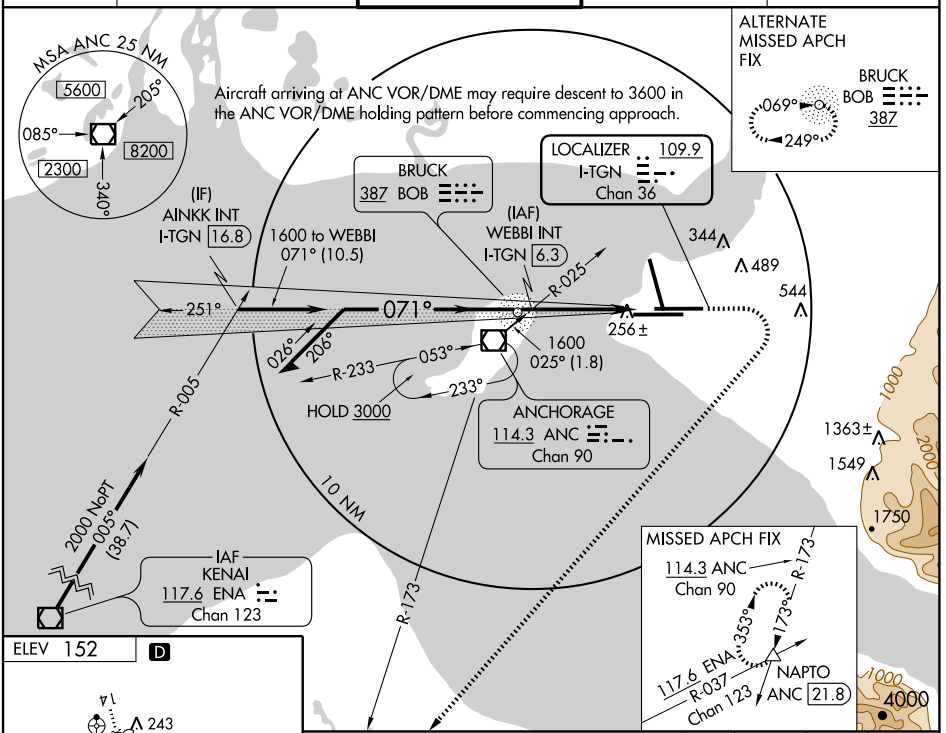
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC)(PANC)

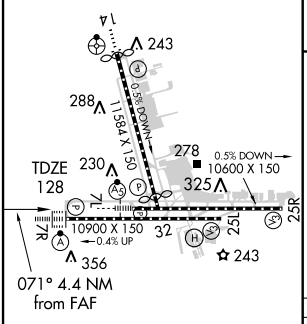
For inoperative MALSR, increase S-ILS 7L Cat E visibility to RVR 4000, S-LOC 7L Cat D visibility to RVR 5000 and Cat E visibility to RVR 6000.
RVR predicated on Rwy 7R midfield transmissometer.

MALSR

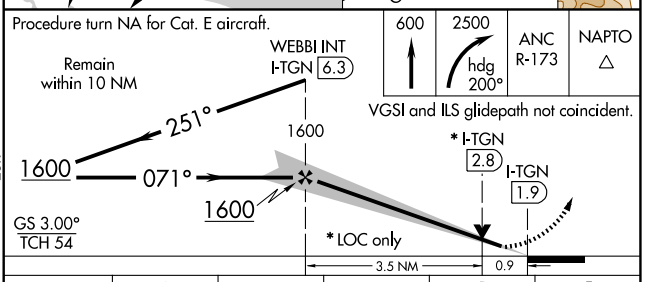
MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC VOR/DME R-173 to NAPTO INT/ANC 21.8 DME and hold, or as directed by ATC.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1





REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys



CATEGORY	A	B	C	D	E
S-ILS 7L	328/18 200 (200-½)				328/24 200 (200-½)
S-LOC 7L	460/24 332 (400-½)			460/40 332 (400-¾)	
CIRCLING	740-1 588 (600-1)		740-1½ 588 (600-1½)	800-2 648 (700-2)	920-2½ 768 (800-2½)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ILS or LOC/DME RWY 7R

ANCHORAGE/
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

LOC/DME	APP CRS		
I-ANC		Rwy 7R ldg **10900**	Rwy 7L ldg **10600**
111.3	**069°**	TDZE **130**	TDZE **128**
Chan **50**		Apt Elev **152**	Apt Elev **152**

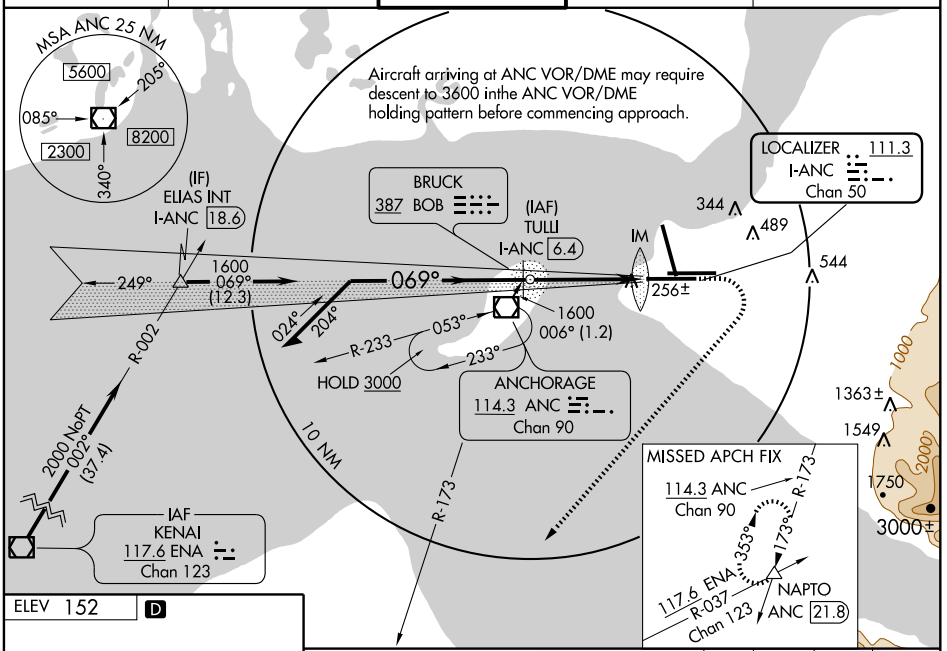
For inoperative ALSF, increase S-ILS 7R Cat E visibility to RVR 4000, and S-LOC 7R Cat E visibility to RVR 6000.
Inoperative table does not apply to SIDESTEP 7L Cats A and B.
SIDESTEP Rwy 7L RVR minima predicated on Rwy 7R midfield transmissometer.
Rwy 7L threshold 4653' NE of Rwy 7R threshold.

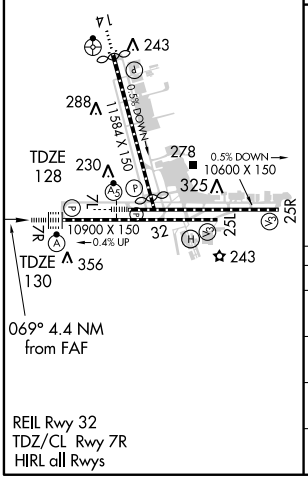
ALSF-2 Rwy 7R (A)

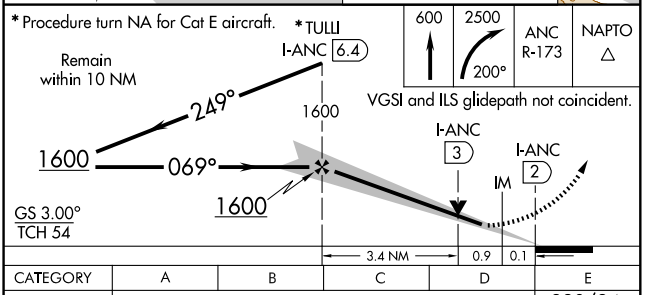
MALSR Rwy 7L (As)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	**118.6 290.5**	**118.3 257.8**	**121.9 338.25**	**119.4 323.1**







CATEGORY	A	B	C	D	E
S-ILS 7R	330/18 200 (200-½)				330/24 200 (200-½)
S-LOC 7R	500/24 370 (400-½)			500/40 370 (400-¾)	
SIDESTEP RWY 7L	500/50 372 (400-1)			500-1½ 372 (400-1½)	
CIRCLING	740-1 588 (600-1)		740-1½ 588 (600-1½)	800-2 648 (700-2)	920-2¾ 768 (800-2¾)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-TGN	APP CRS	Rwy Idg 10600
109.9	071°	TDZE 128
Chan 36		Apt Elev 152

ILS RWY 7L (CAT II)

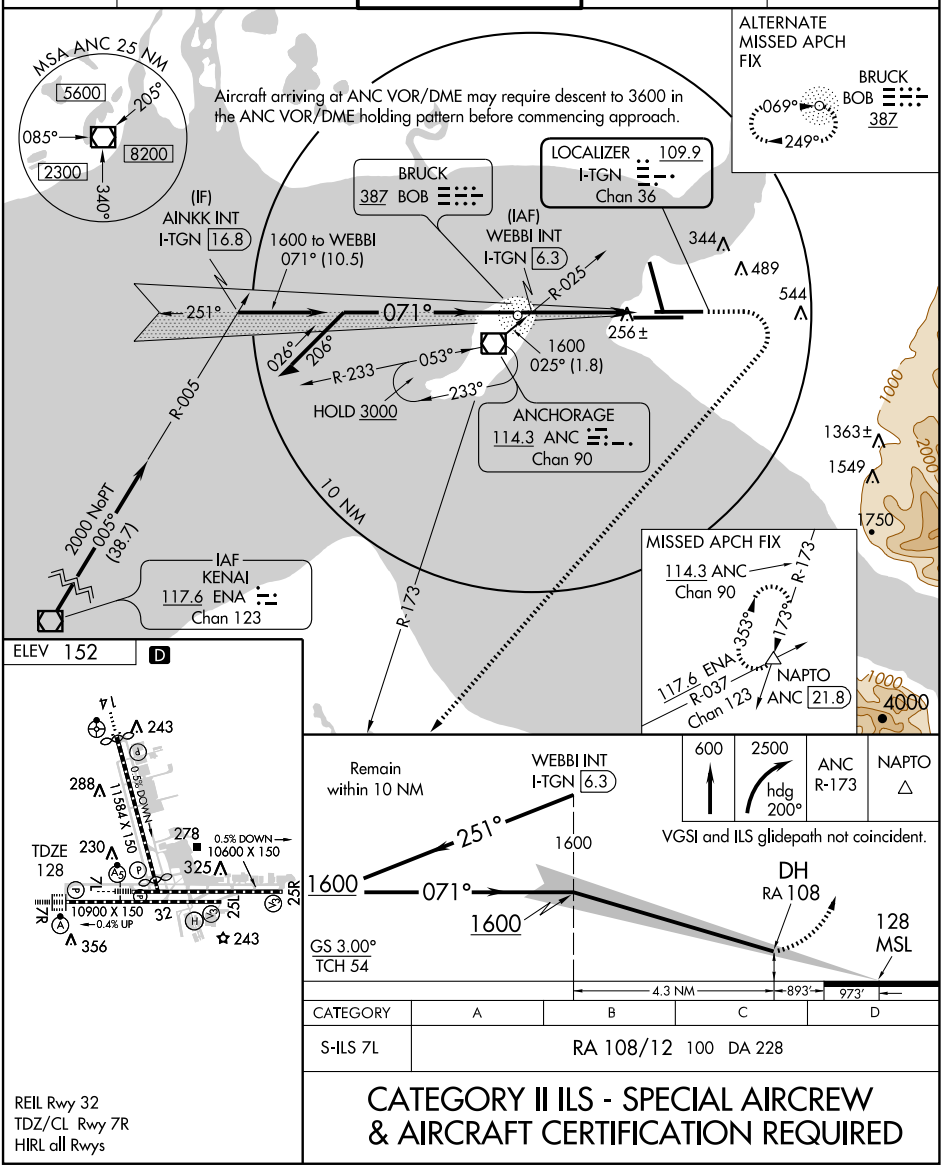
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC)(PANC)

RVR predicated on Rwy 7R midfield transmissometer.
Procedure does not meet ICAO standards for ALSF TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS SPEC approval or LOA for this runway.

MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200°and ANC VOR/DME R-173 to NAPTO INT/ANC 21.8 DME and hold, or as directed by ATC.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 7L	RA 108/12 100 DA 228			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-ANC	APP CRS	Rwy Idg	10900
111.3	069°	TDZE	130
Chan 50		Apt Elev	152

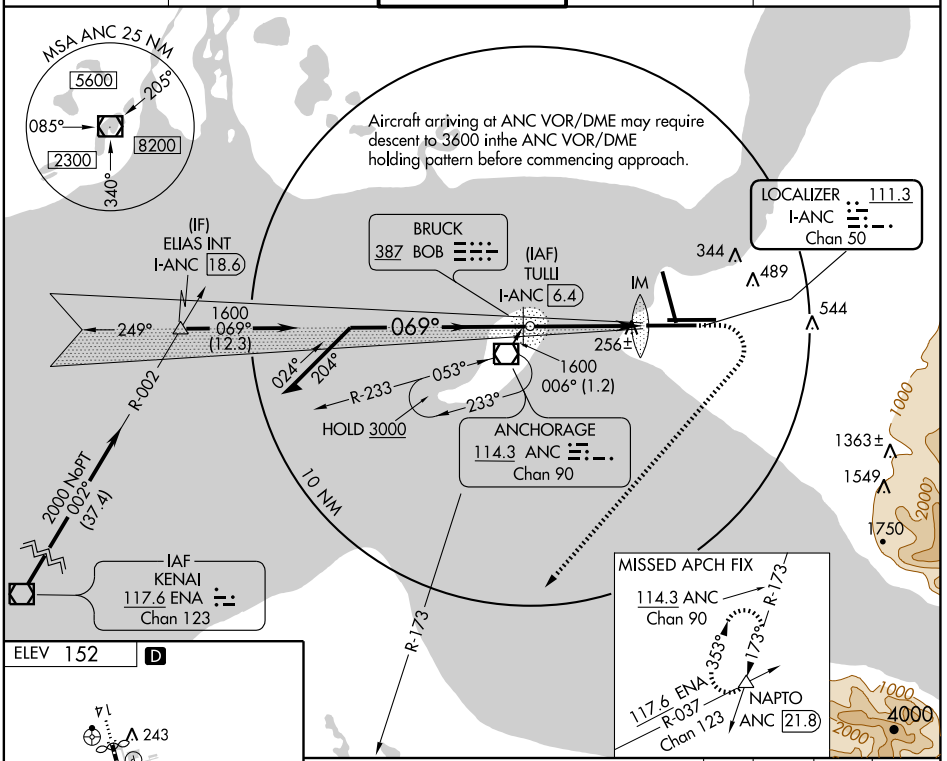
ILS RWY 7R (CAT II)

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

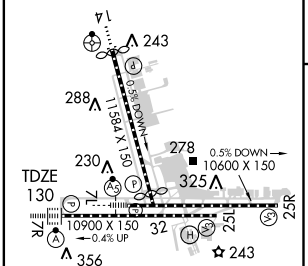
ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

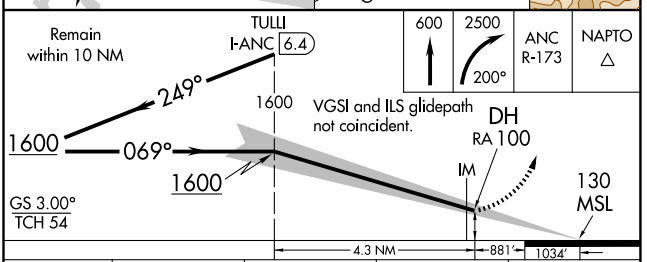
ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



ELEV 152 D



REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 7R	RA 100/12 100 DA 230			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-ANC	APP CRS	Rwy Idg	10900
111.3	069°	TDZE	130
Chan 50		Apt Elev	152

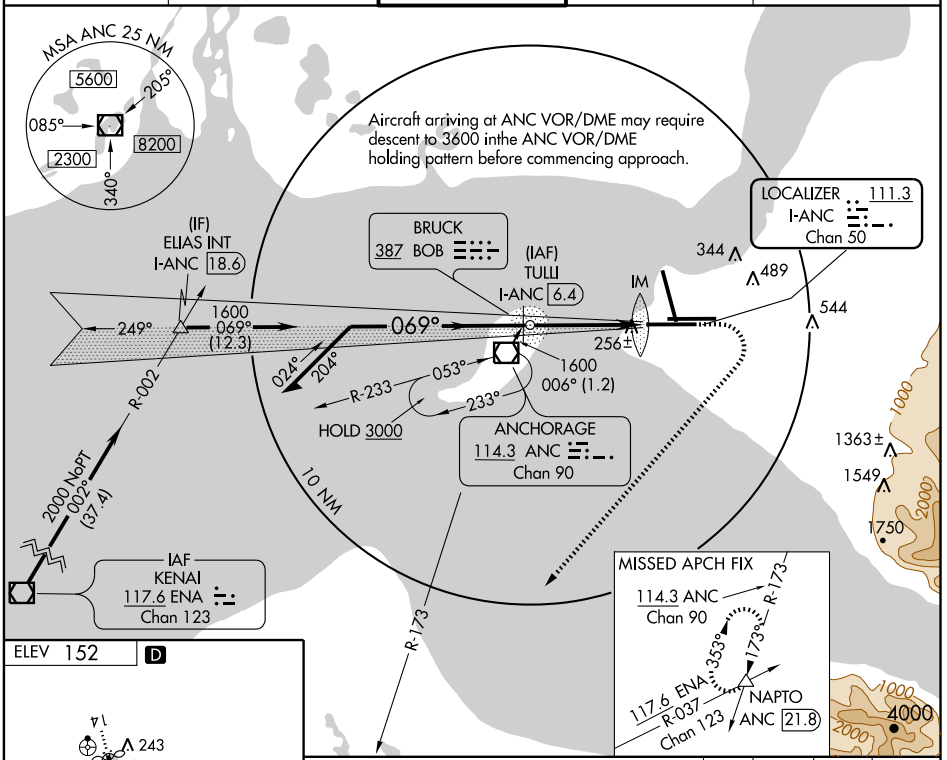
ILS RWY 7R (CAT III)

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

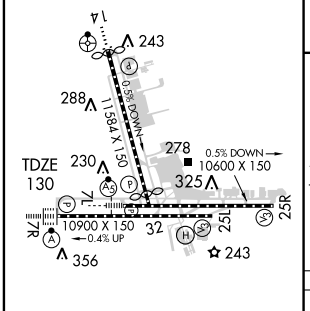
ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

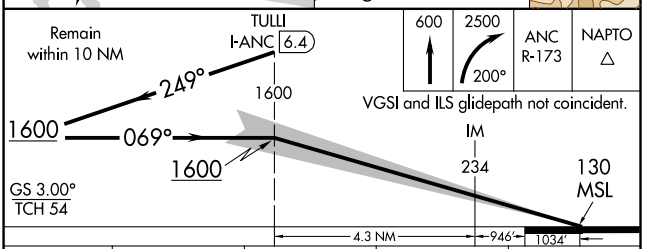
ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



ELEV 152 D



REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 7R	CAT IIIa RVR 07			
S-ILS 7R	CAT IIIb RVR 06			
S-ILS 7R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-BSC	APP CRS	Rwy Idg 10492
111.75	144°	TDZE 151
Chan 54 (Y)		Apt Elev 152

ILS RWY 14

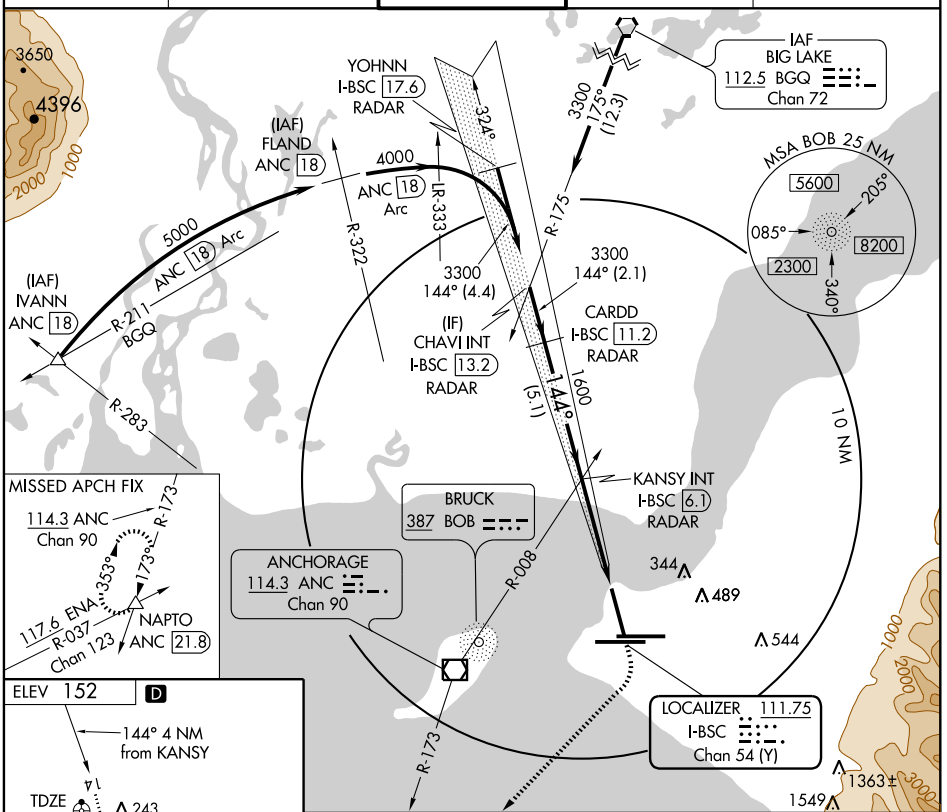
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

DME or RADAR required.

ODALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 via heading 200° and ANC VOR/DME R-173 to NAPTO INT/ANC 21.8 DME and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



CATEGORY	A	B	C	D
S-ILS 14	351/40 200 (200-¾)			
S-LOC 14	NA			
CIRCLING	NA			

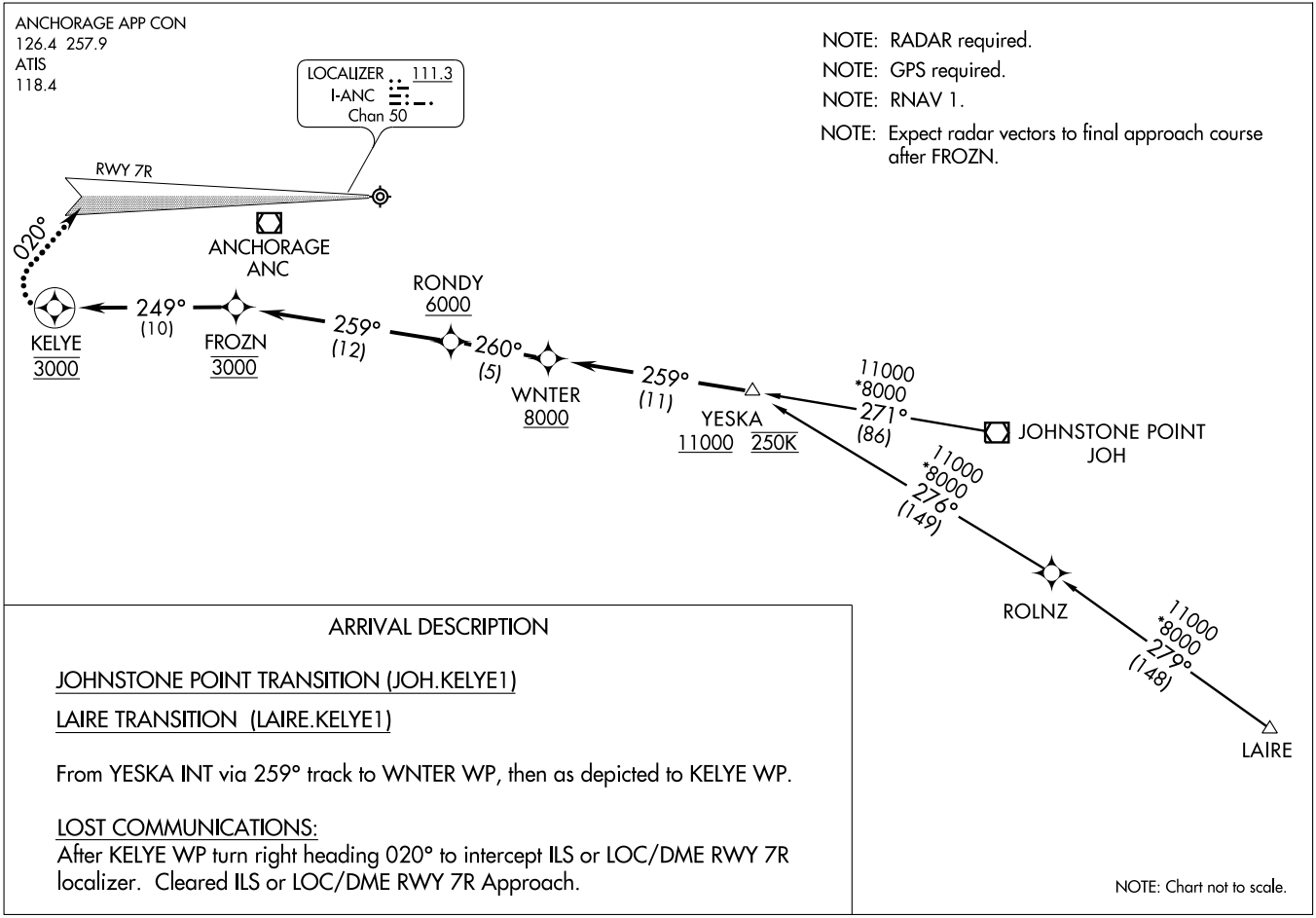
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

KELYE ONE ARRIVAL (RNAV)

(YESKA.KELYE1) 09127

ANCHORAGE, ALASKA

TED STEVENS ANCHORAGE INTL



ARRIVAL DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.KELYE1)

LAIRE TRANSITION (LAIRE.KELYE1)

From YESKA INT via 259° track to WNTER WP, then as depicted to KELYE WP.

LOST COMMUNICATIONS:
After KELYE WP turn right heading 020° to intercept ILS or LOC/DME RWY 7R localizer. Cleared ILS or LOC/DME RWY 7R Approach.

NOTE: Chart not to scale.

(YESKA.KELYE1) 09127

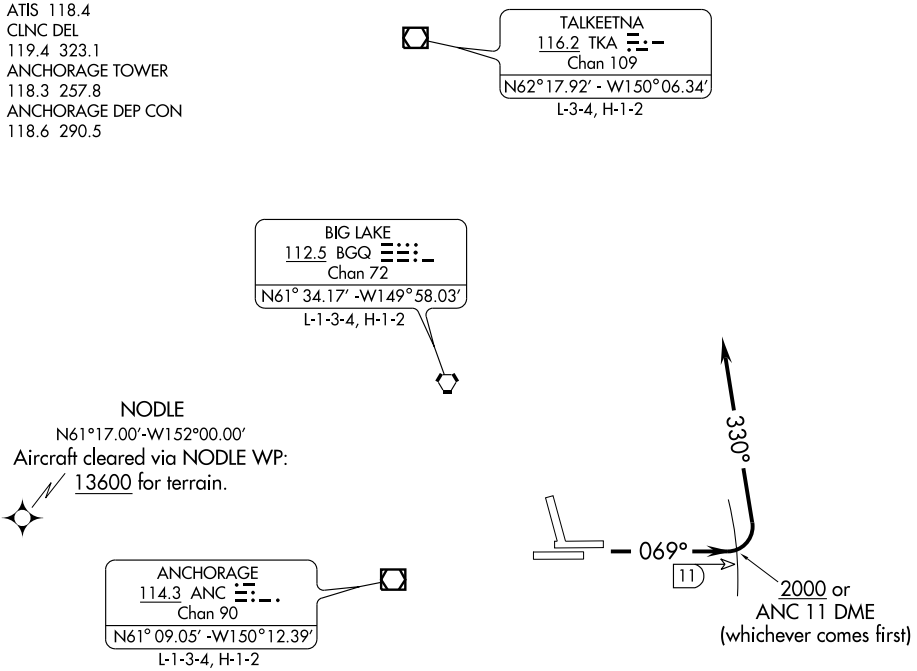
KELYE ONE ARRIVAL (RNAV)

ST-1500 (FAA)

TED STEVENS ANCHORAGE INTL

ANCHORAGE, ALASKA

ATIS 118.4
CLNC DEL
119.4 323.1
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
118.6 290.5



TAKE-OFF MINIMUMS

Rwys 14, 25L/R, 32, NA: ATC.

Rwy 7L: 3300-1 or standard with minimum climb of 320' per NM to 3400'.
Minimum ATC climb of 560' per NM to 2000'.

Rwy 7R: 2800-1 or standard with minimum climb of 290' per NM to 2900'.
Minimum ATC climb of 460' per NM to 2000'.

TAKE-OFF OBSTACLE NOTES

Rwy 7L: Multiple trees and light poles beginning 948' from DER, 421' left of centerline, up to 172' AGL/272' MSL.

Rwy 7R: Ground 2' from DER, 459' right of centerline, 105' MSL.
Trees 1043' from DER, 605' right of centerline, up to 50' AGL/149' MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

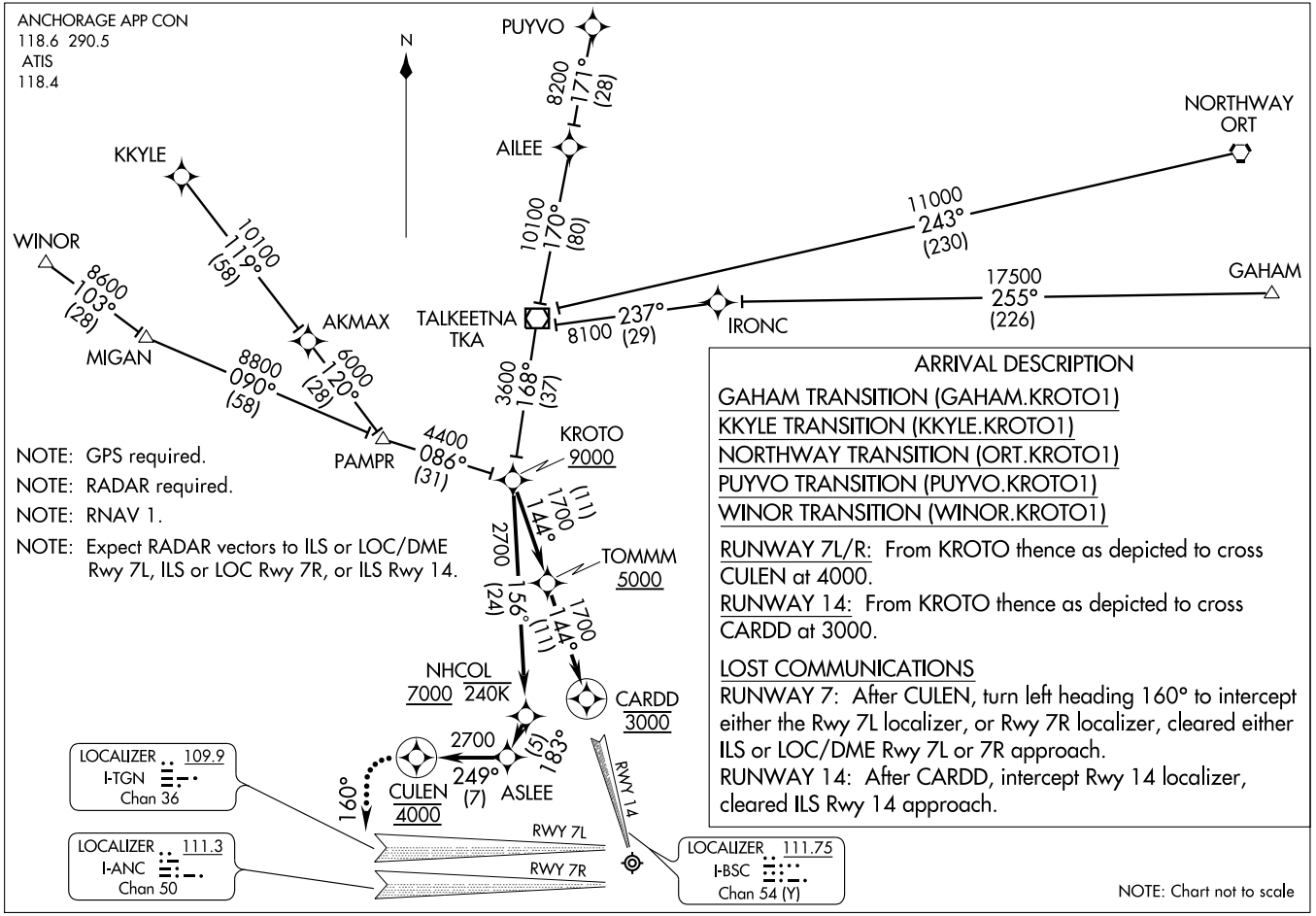
TAKE-OFF RUNWAYS 7L/R: Climb heading 069° to 2000' or ANC 11 DME, whichever comes first, then climbing left turn heading 330° for vectors to assigned route or fix. Maintain FL200 or assigned altitude, expect filed altitude ten (10) minutes after departure.

All aircraft, climb as rapidly as practical through 3000', if unable to reach 2000' by ANC 11 DME advise ATC prior to departure.

AK, 23 SEP 2010 to 18 NOV 2010

KROTO ONE ARRIVAL (RNAV)

(KROTO.KROTO1) 10210



ANCHORAGE, ALASKA

TED STEVENS ANCHORAGE INTL

ST-1500 (FAA)

KROTO ONE ARRIVAL (RNAV)

(KROTO.KROTO1) 10210

ANCHORAGE, ALASKA

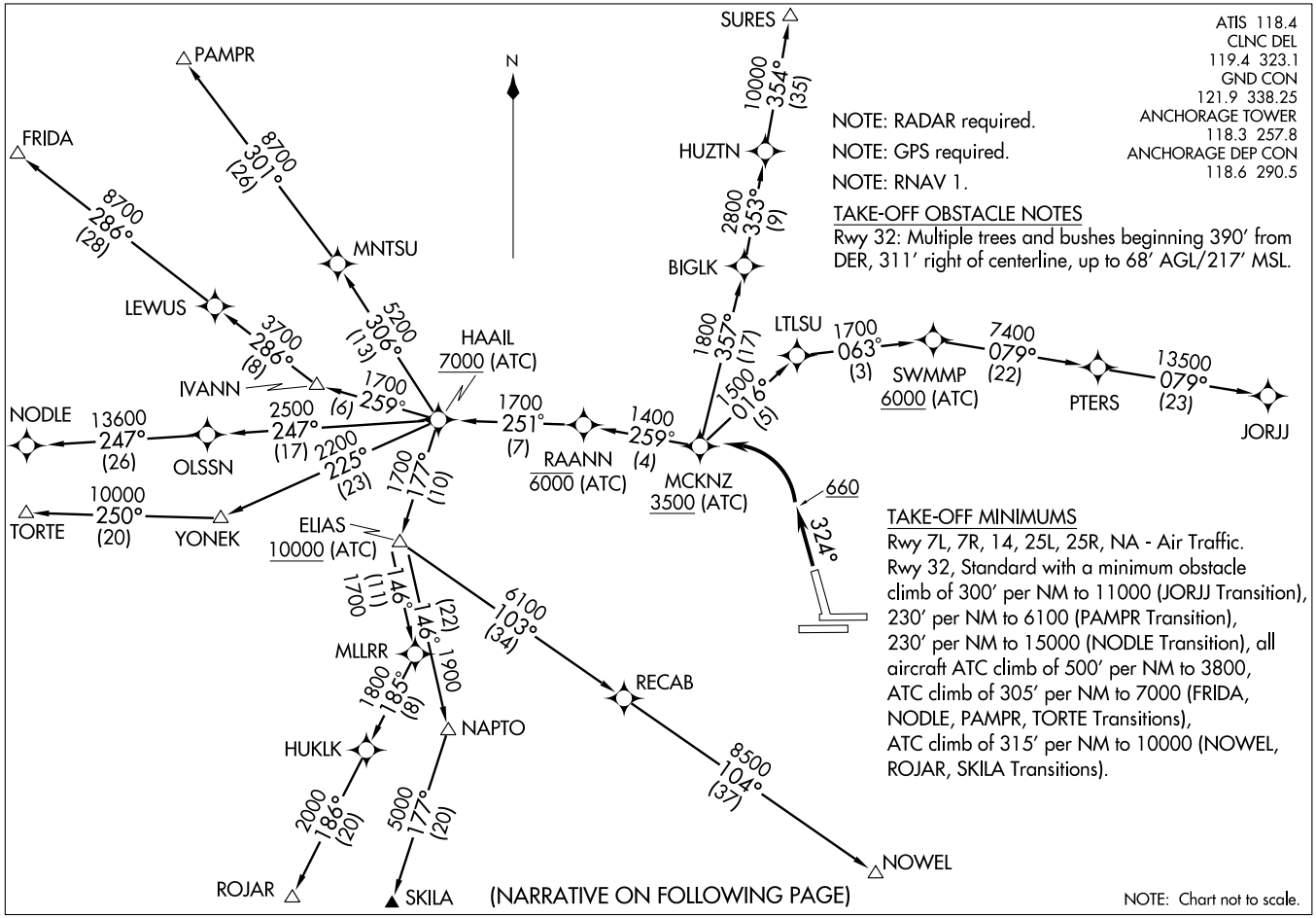
TED STEVENS ANCHORAGE INTL

MCKNZ ONE DEPARTURE (RNAV)

(MCKNZ1.MCKNZ) 10210

ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

ANCHORAGE, ALASKA



ATIS 118.4
CLNC DEL
119.4 323.1
GND CON
121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
118.6 290.5

NOTE: RADAR required.

NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES

Rwy 32: Multiple trees and bushes beginning 390′ from DER, 311′ right of centerline, up to 68′ AGL/217′ MSL.

TAKE-OFF MINIMUMS

Rwy 7L, 7R, 14, 25L, 25R, NA - Air Traffic.
Rwy 32, Standard with a minimum obstacle climb of 300′ per NM to 11000 (JORJJ Transition), 230′ per NM to 6100 (PAMPR Transition), 230′ per NM to 15000 (NODLE Transition), all aircraft ATC climb of 500′ per NM to 3800, ATC climb of 305′ per NM to 7000 (FRIDA, NODLE, PAMPR, TORTE Transitions), ATC climb of 315′ per NM to 10000 (NOWEL, ROJAR, SKILA Transitions).

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MCKNZ ONE DEPARTURE (RNAV)
(MCKNZ1.MCKNZ) 10210
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)
SL-1500 (FAA)
ANCHORAGE, ALASKA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climb heading 324° to 660, then left turn direct MCKNZ, cross MCKNZ at or above 3500 (ATC), thence. . . .

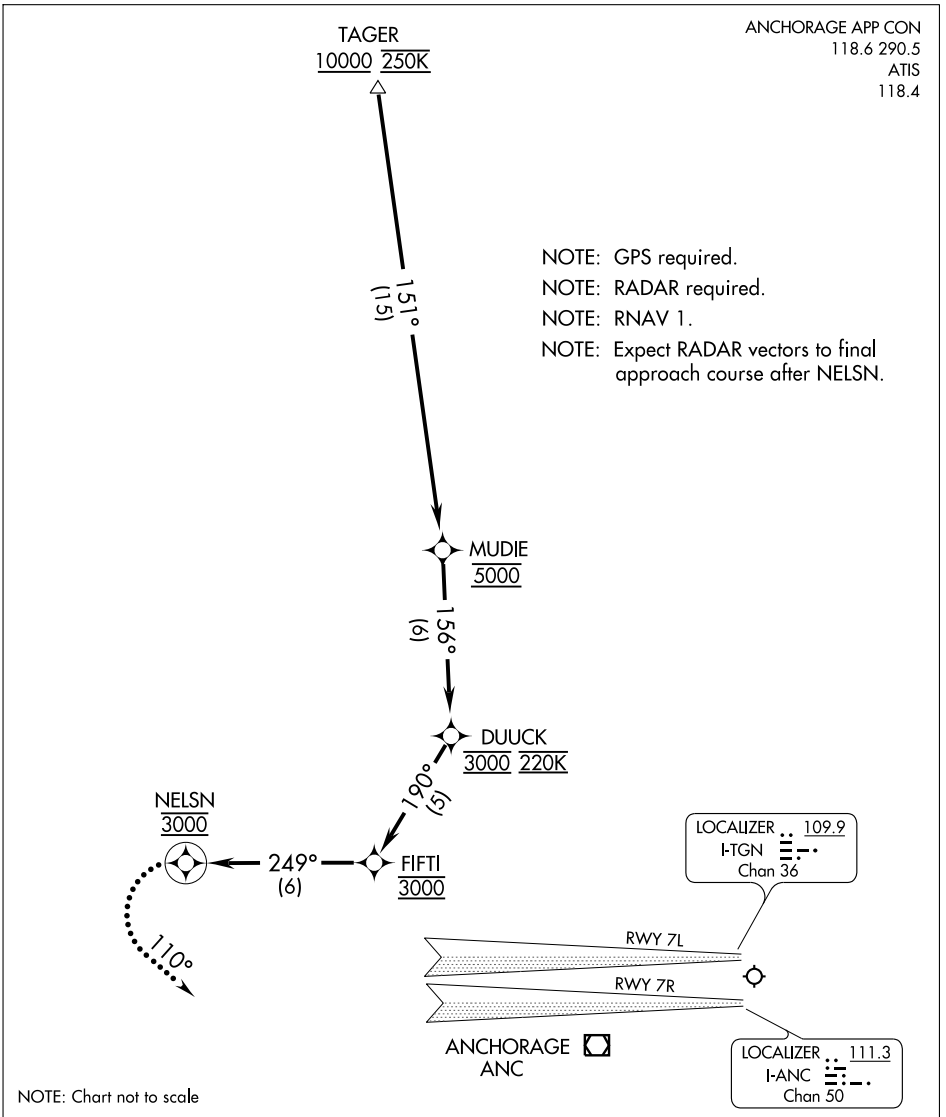
. . . .via (assigned transition), maintain FL200 or assigned altitude, expect filed altitude 10 minutes after departure.

FRIDA TRANSITION (MCKNZ1.FRIDA)
JORJJ TRANSITION (MCKNZ1.JORJJ)
NODLE TRANSITION (MCKNZ1.NODLE)
NOWEL TRANSITION (MCKNZ1.NOWEL)
PAMPR TRANSITION (MCKNZ1.PAMPR)
ROJAR TRANSITION (MCKNZ1.ROJAR)
SKILA TRANSITION (MCKNZ1.SKILA)
SURES TRANSITION (MCKNZ1.SURES)
TORTE TRANSITION (MCKNZ1.TORTE)

AK, 23 SEP 2010 to 18 NOV 2010

MUDIE ONE ARRIVAL (RNAV)

ST-1500 (FAA)



AK, 23 SEP 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

From TAGER INT via 151° track to MUDIE, then via 156° track to DUUCK, then via 190° track to FIFTI, then via 249° track to NELSN, expect radar vector to ILS or LOC/DME Rwy 7L/7R final approach course.

LOST COMMUNICATIONS: After NELSN turn left via heading 110° to intercept ILS or LOC/DME Rwy 7R localizer. Cleared ILS or LOC DME Rwy 7R approach.

NEELL ONE ARRIVAL (RNAV)

(NEELL.NEELL1) 10210

ANCHORAGE APP CON
126.4 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

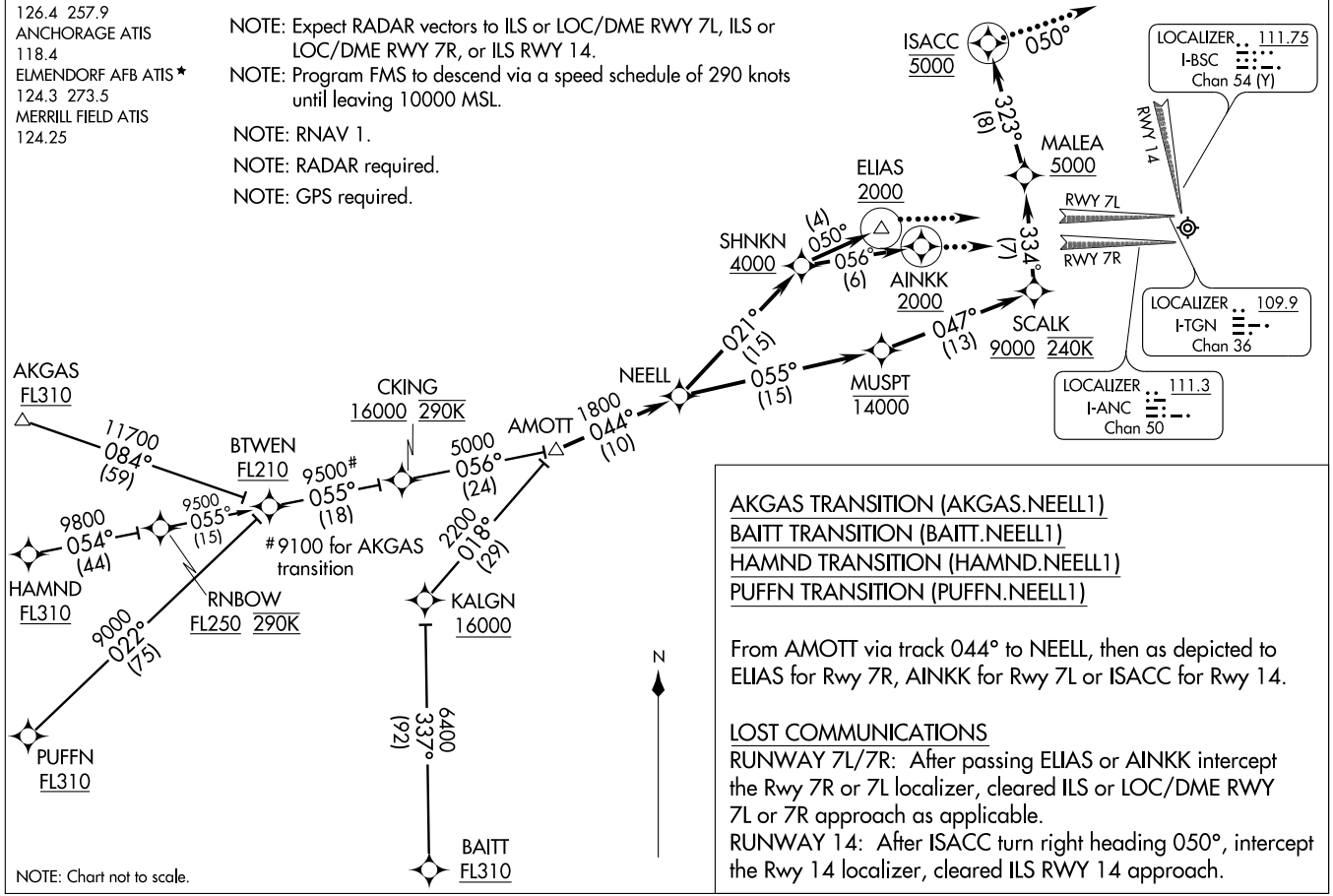
NOTE: Expect RADAR vectors to ILS or LOC/DME RWY 7L, ILS or LOC/DME RWY 7R, or ILS RWY 14.

NOTE: Program FMS to descend via a speed schedule of 290 knots until leaving 10000 MSL.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: GPS required.



NOTE: Chart not to scale.

AKGAS TRANSITION (AKGAS.NEELL1)
BAITT TRANSITION (BAITT.NEELL1)
HAMND TRANSITION (HAMND.NEELL1)
PUFFN TRANSITION (PUFFN.NEELL1)

From AMOTT via track 044° to NEELL, then as depicted to ELIAS for Rwy 7R, AINKK for Rwy 7L or ISACC for Rwy 14.

LOST COMMUNICATIONS

RUNWAY 7L/7R: After passing ELIAS or AINKK intercept the Rwy 7R or 7L localizer, cleared ILS or LOC/DME RWY 7L or 7R approach as applicable.

RUNWAY 14: After ISACC turn right heading 050°, intercept the Rwy 14 localizer, cleared ILS RWY 14 approach.

NEELL ONE ARRIVAL (RNAV)
(NEELL.NEELL1) 10210

ST-1500 (FAA)

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

OTTRR ONE ARRIVAL (RNAV) Transition Routes

DPNET TRANSITION (DPNET.OTTRR1)
HOMER TRANSITION (HOM.OTTRR1)
ILIAMNA TRANSITION (ILI.OTTRR1)
TURQS TRANSITION (TURQS.OTTRR1)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

OTTR ONE ARRIVAL (RNAV) Arrival Routes

(OTTR.OTTR1) 10210

TED STEVENS ANCHORAGE INTL

ANCHORAGE, ALASKA

RWY 7L: From over OTTRR via track 035° to NKSKI, thence as depicted to AINKK.

RWY 14 (All transitions other than DPNET): From over OTTRR via track 035° to NKSKI, then via track 050° to cross ROLFF at or above 15000, then via track 050° to cross TANGR at or above 12000, then via track 010° to cross SCALK at or above 10000, then via track 334° to cross MALEA at or above 5000, then via track 323° to cross ISACC at 5000.

RWY 14 (DPNET transition): From over OTTRR via track 035° to PLASR, then via track 049° to cross BARCP at 5000, then via track 050° to FASST, then via track 007° to FSCRK, then via track 334° to KKENT, then via track 323° to cross ISACC at 5000.

RWY 25: From over OTTRR via track 035° to NKSKI, then via track 050° to cross BARCP at 5000, then via track 050° to BRTID, then via track 046° to cross EFYEZ at or above 2200.

LOST COMMUNICATIONS

Rwy 7L: After passing AINKK intercept the Rwy 7L localizer, cleared ILS or LOC/DME RWY 7L.

Rwy 14: After ISACC turn right heading 050°, intercept the Rwy 14 localizer, cleared ILS RWY 14.

Rwy 25: After EFYEZ fly ground track depicted for the visual to Rwy 25R, cleared HIGHWAY VISUAL RWY 25R.

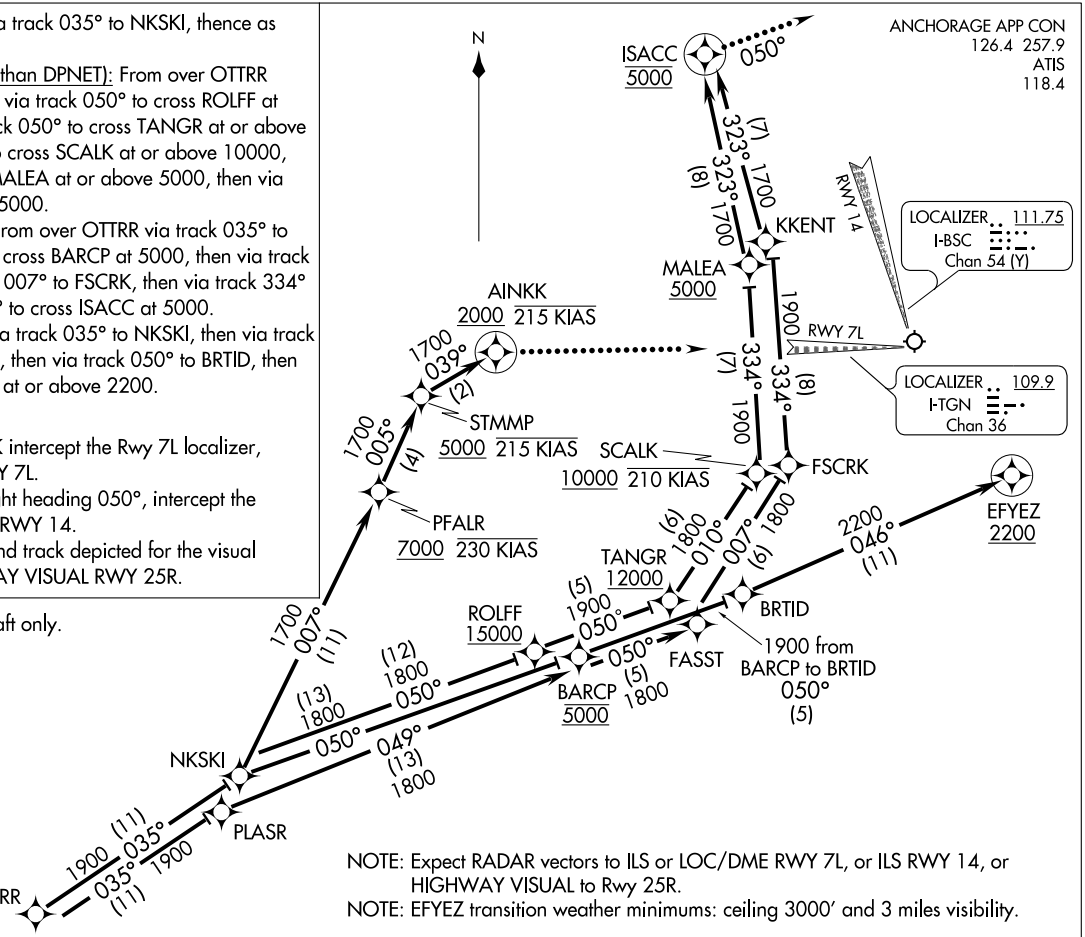
NOTE: Propeller driven aircraft only.

NOTE: GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: Chart not to scale.



NOTE: Expect RADAR vectors to ILS or LOC/DME RWY 7L, or ILS RWY 14, or HIGHWAY VISUAL to Rwy 25R.

NOTE: EFYEZ transition weather minimums: ceiling 3000′ and 3 miles visibility.

(OTTR.OTTR1) 10210

OTTR ONE ARRIVAL (RNAV) Arrival Routes

ST-1500 (FAA)

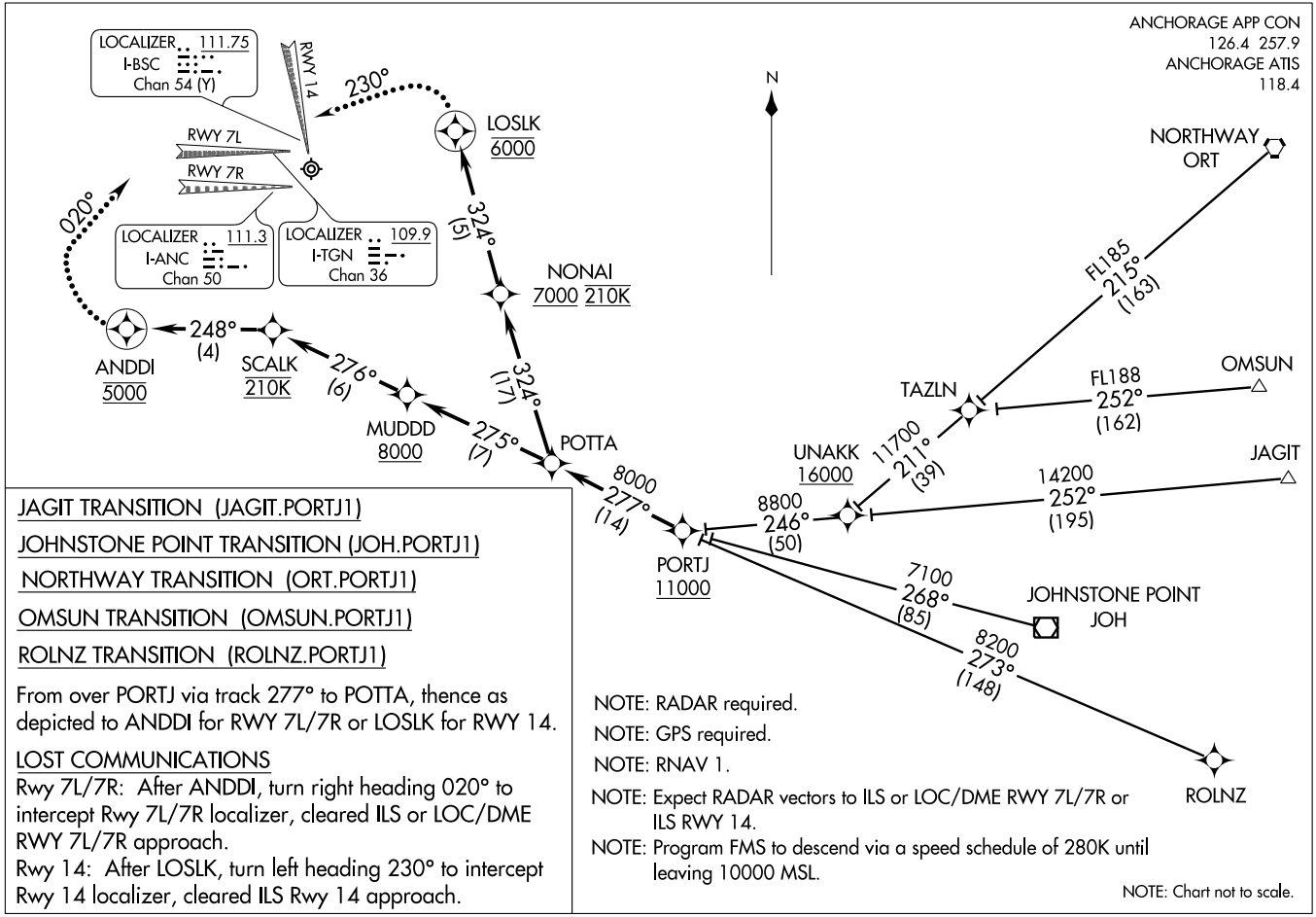
TED STEVENS ANCHORAGE INTL

ANCHORAGE, ALASKA

PORTJ ONE ARRIVAL (RNAV)

(PORTJ.PORTJ1) 10210

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA



JAGIT TRANSITION (JAGIT.PORTJ1)

JOHNSTONE POINT TRANSITION (JOH.PORTJ1)

NORTHWAY TRANSITION (ORT.PORTJ1)

OMSUN TRANSITION (OMSUN.PORTJ1)

ROLNZ TRANSITION (ROLNZ.PORTJ1)

From over PORTJ via track 277° to POTTA, thence as depicted to ANDDI for RWY 7L/7R or LOSLK for RWY 14.

LOST COMMUNICATIONS

Rwy 7L/7R: After ANDDI, turn right heading 020° to intercept Rwy 7L/7R localizer, cleared ILS or LOC/DME RWY 7L/7R approach.

Rwy 14: After LOSLK, turn left heading 230° to intercept Rwy 14 localizer, cleared ILS Rwy 14 approach.

NOTE: RADAR required.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Expect RADAR vectors to ILS or LOC/DME RWY 7L/7R or ILS RWY 14.

NOTE: Program FMS to descend via a speed schedule of 280K until leaving 10000 MSL.

NOTE: Chart not to scale.

PORTJ ONE ARRIVAL (RNAV)

(PORTJ.PORTJ1) 10210

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

ST-1500 (FAA)

WAAS	APP CRS	Rwy Idg 10600
CH 86215	069°	TDZE 128
W07B		Apt Elev 152

RNAV (GPS) RWY 7L

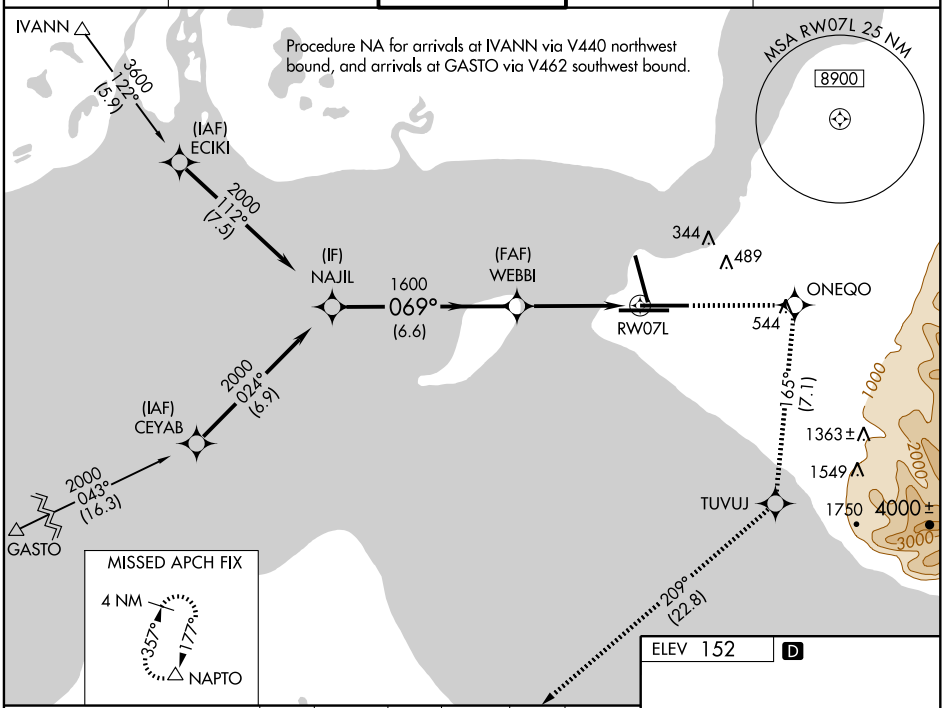
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

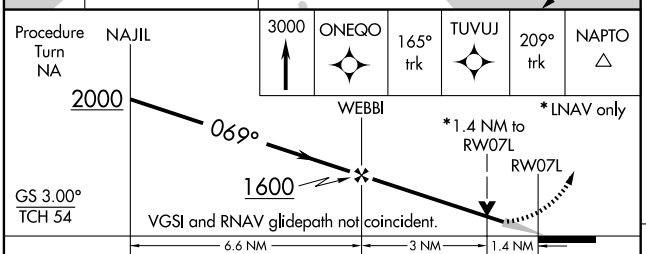
Baro-VNAV NA below -25°C (-13°F). DME/DME RNP- 0.3 NA.
RVR predicted on Rwy 7R midfield transmissometer.
Inoperative table does not apply to LNAV/VNAV.
For inoperative MALSR increase LPV all Cats visibility to RVR 5000.

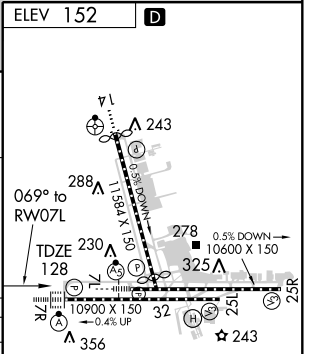
MALSR

MISSED APPROACH: Climb to 3000 direct ONEQO and via 165° track to TUVUJ, and via 209° track to NAPTO and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1







CATEGORY	A	B	C	D
LPV DA	390/24 262 (300-½)			
LNAV/ VNAV DA	740-2¼ 612 (600-2¼)			
LNAV MDA	620/24 492 (500-½)		620/40 492 (500-¾)	620/50 492 (500-1)
CIRCLING	740-2¼ 588 (600-2¼)			800-2¼ 648 (700-2¼)

REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10900
CH 81815	069°	TDZE	130
W07A		Apt Elev	152

RNAV (GPS) RWY 7R

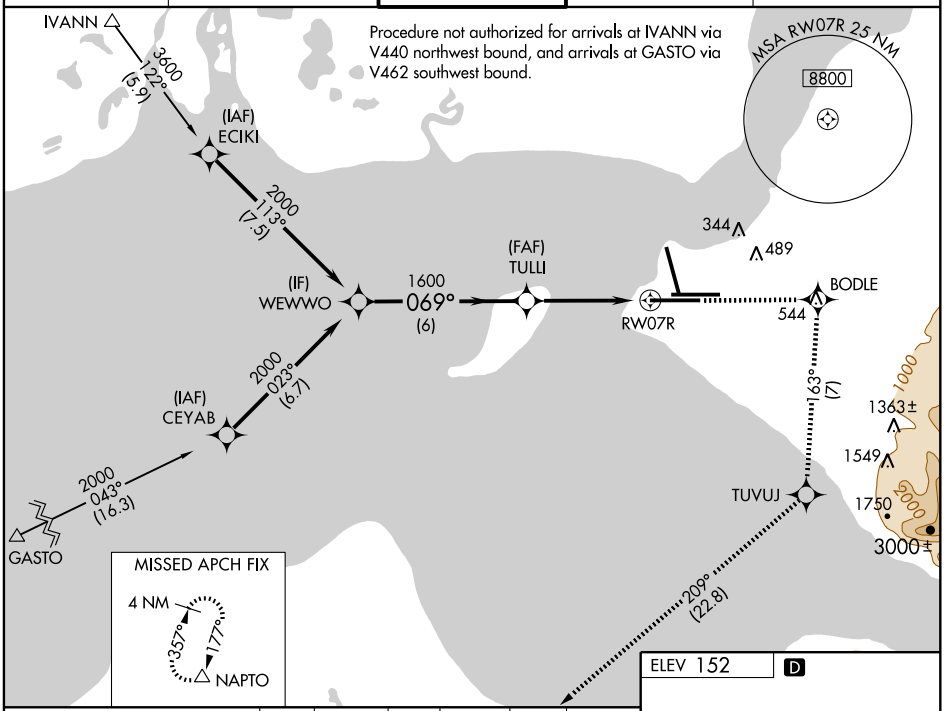
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

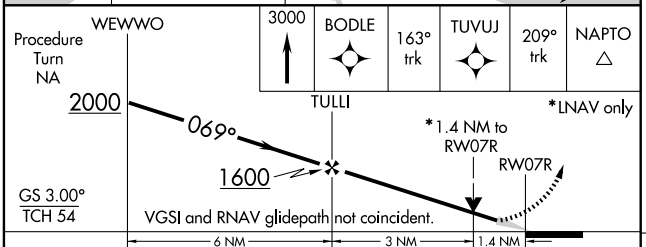
Baro-VNAV NA below -25°C (-13°F).
DME/DME RNP- 0.3 NA.
For inoperative ALSF increase LPV all Cats visibility to RVR 4000.

ALSF-2

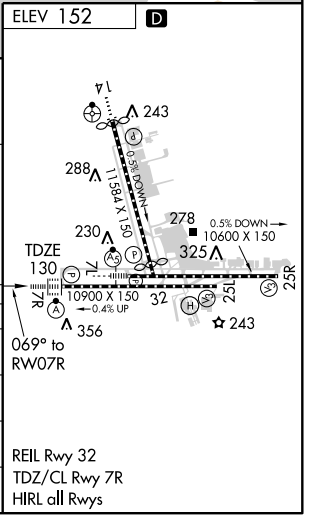
MISSED APPROACH: Climb to 3000 direct BODLE and via 163° track to TUVUJ and via 209° track to NAPTO and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1





CATEGORY	A	B	C	D
LPV DA	380/24	250 (300-½)		
LNAV/VNAV DA	660/60	530 (600-1¼)		
LNAV MDA	640/24	510 (500-½)	640/50	510 (500-1)
CIRCLING	740-1¾	588 (600-1¾)	800-2	648 (700-2)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10492
CH 90115	144°	TDZE	151
W14A		Apt Elev	152

RNAV (GPS) RWY 14

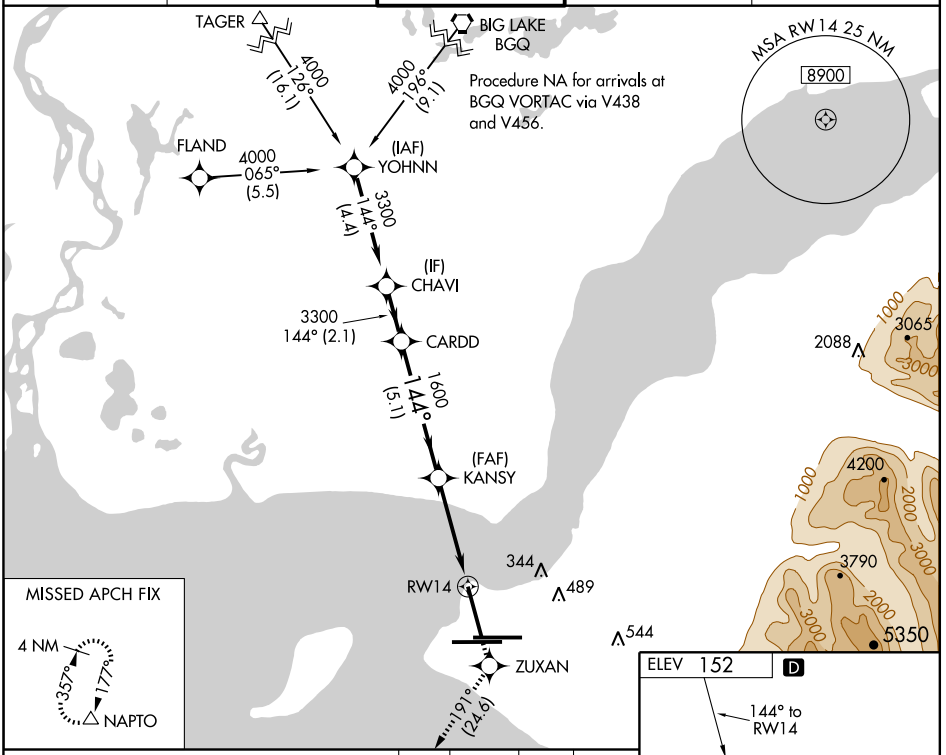
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

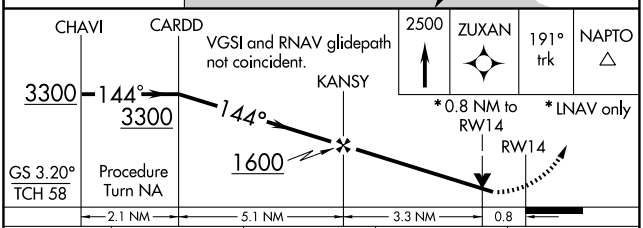
DME/DME RNP- 0.3 NA. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).

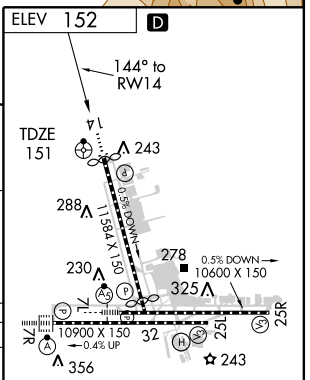
ODALS

MISSED APPROACH: Climb to 2500 direct ZUXAN and via 191° track to NAPTO and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1







CATEGORY	A	B	C	D
LPV DA	410/40 259 (300-¾)		410/50 259 (300-1)	NA
LNAV/VNAV DA	500/50 349 (400-1)			500/60 349 (400-1¼)
LNAV MDA	500/50 349 (400-1)			500/60 349 (400-1¼)
CIRCLING	740-1 588 (600-1)		740-1½ 588 (600-1½)	800-2 648 (700-2)

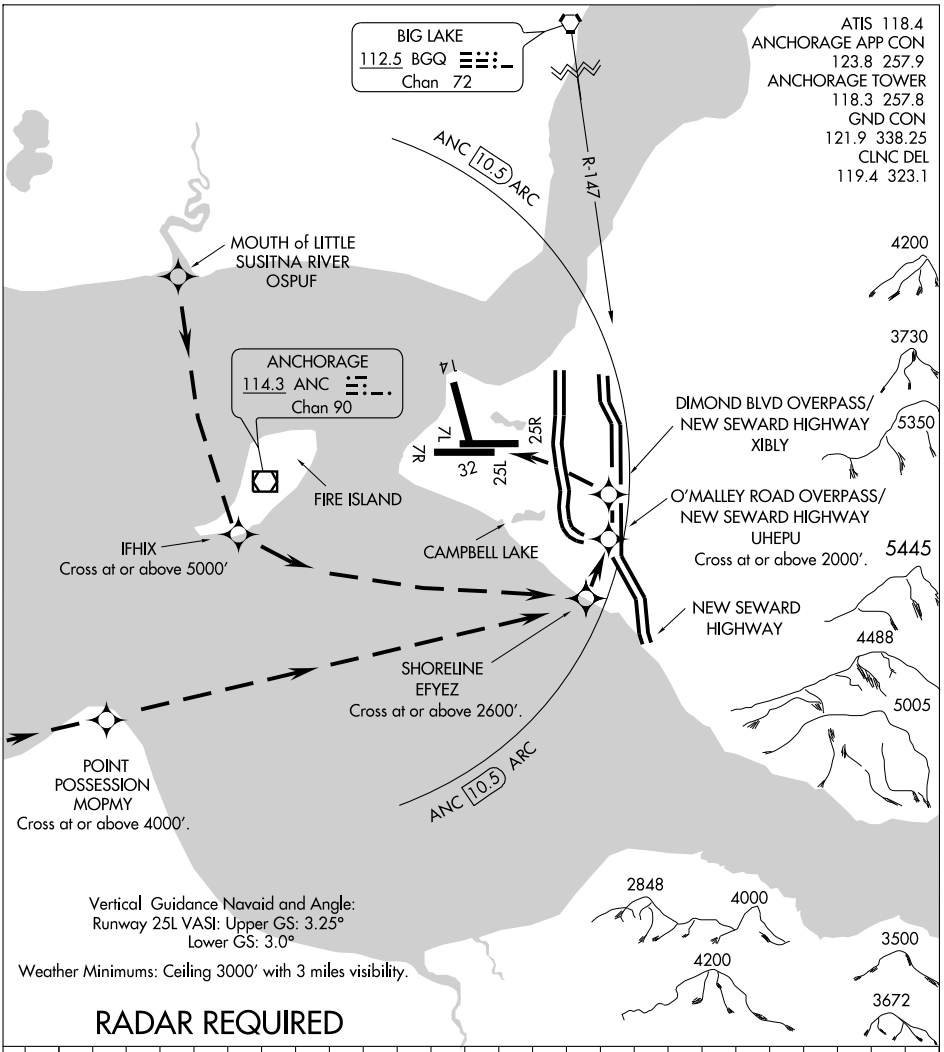
REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

SEWARD VISUAL RWY 25L

AL-1500 (FAA)

ANCHORAGE, ALASKA



AK, 23 SEP 2010 to 18 NOV 2010

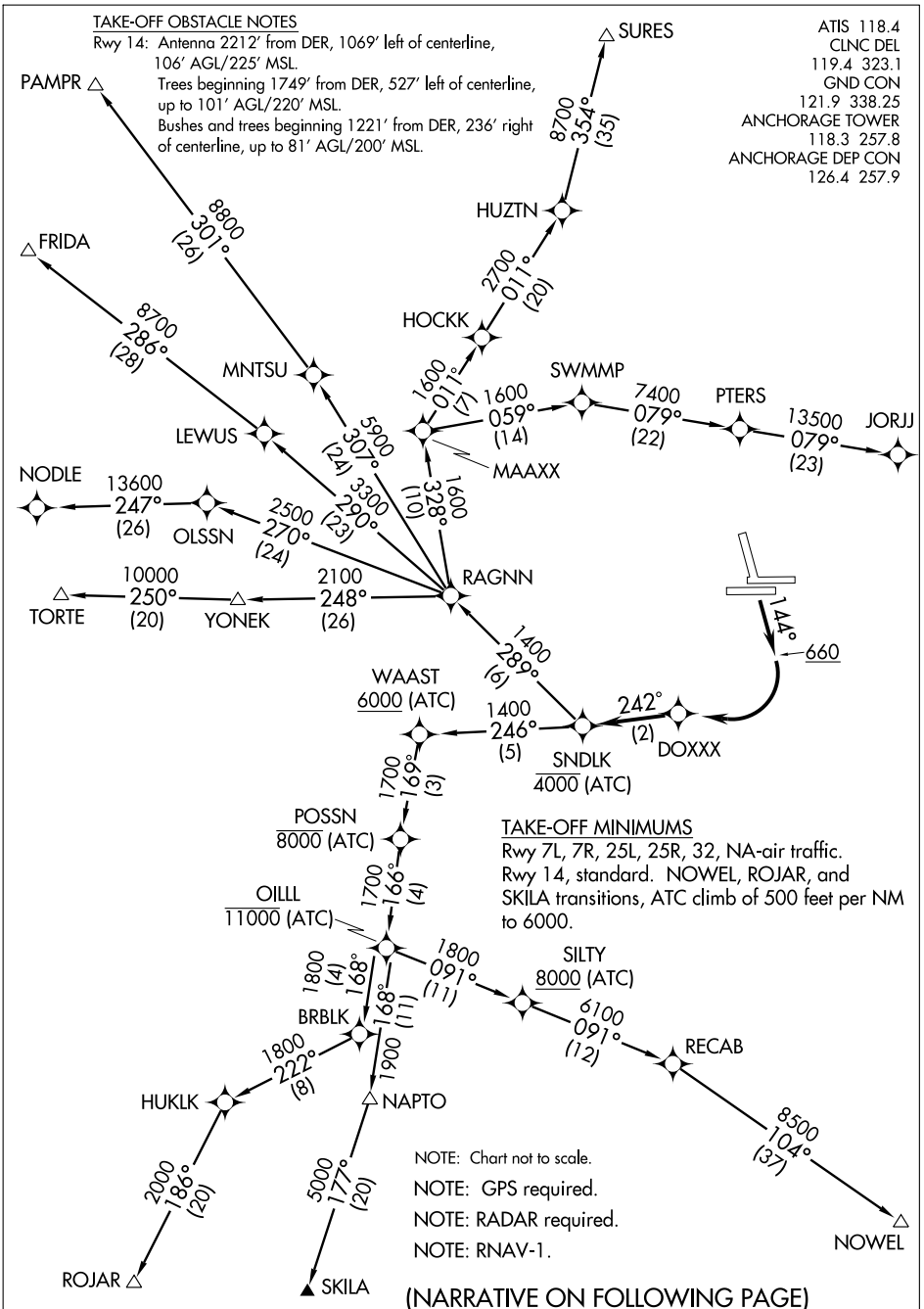
AK, 23 SEP 2010 to 18 NOV 2010

SEWARD VISUAL RWY 25L

PROCEDURE NOT AUTHORIZED AT NIGHT

SNDLK ONE DEPARTURE (RNAV)

AK, 23 SEP 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb heading 144° to 660, then right turn direct to DOXXX, then on track 242° to cross SNDLK at or below 4000 (ATC). Thence. . . .

. . . .via (assigned transition), maintain FL200 or assigned altitude, expect filed altitude 10 minutes after departure.

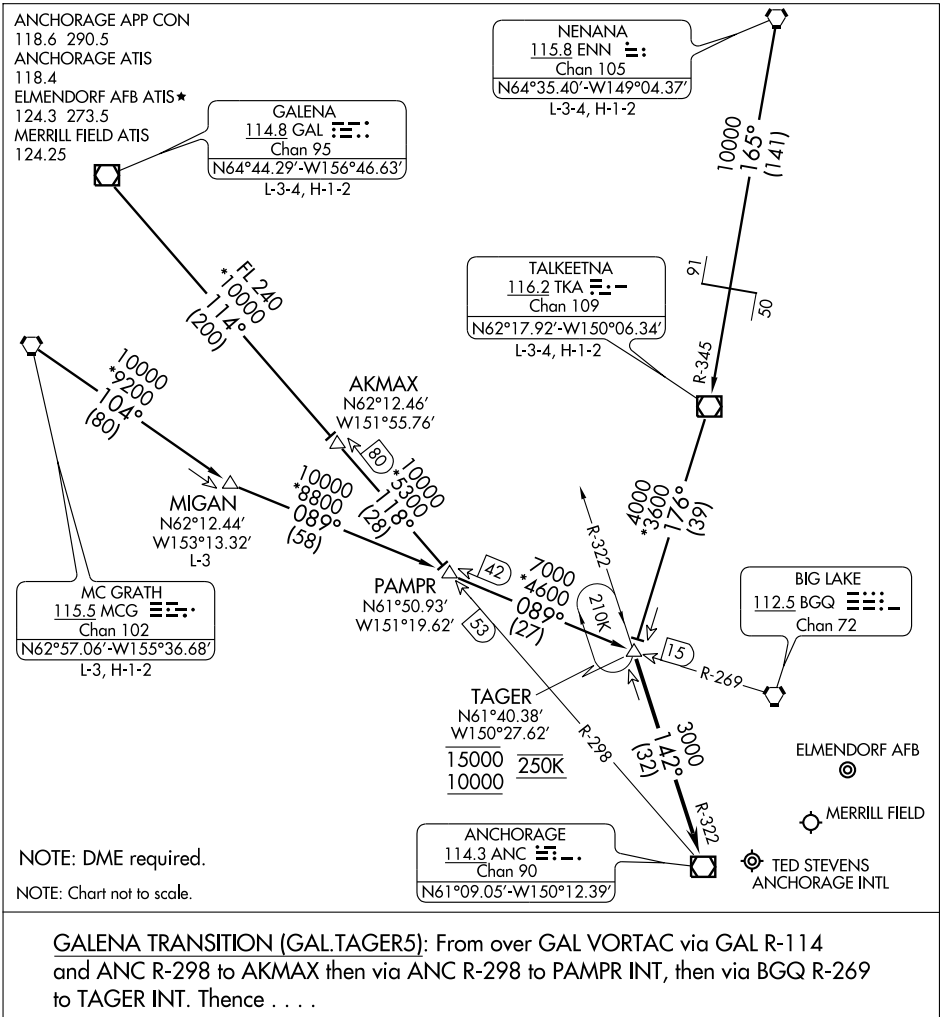
FRIDA TRANSITION (SNDLK1.FRIDA)
JORJJ TRANSITION (SNDLK1.JORJJ)
NODLE TRANSITION (SNDLK1.NODLE)
NOWEL TRANSITION (SNDLK1.NOWEL)
PAMPR TRANSITION (SNDLK1.PAMPR)
ROJAR TRANSITION (SNDLK1.ROJAR)
SKILA TRANSITION (SNDLK1.SKILA)
SURES TRANSITION (SNDLK1.SURES)
TORTE TRANSITION (SNDLK1.TORTE)

AK, 23 SEP 2010 to 18 NOV 2010

TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-176 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-176 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

TAGER FIVE ARRIVAL

ANCHORAGE, ALASKA

(TAGER.TAGER5) 10154

AK, 23 SEP 2010 to 18 NOV 2010

TERYT ONE DEPARTURE (RNAV)

AK, 23 SEP 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS:
Rwy 7L: Standard with minimum obstacle climb of 255' per NM to 2000, ATC climb of 500' per NM to 6000.
Rwy 7R: Standard with minimum obstacle climb of 250' per NM to 1900, ATC climb of 500' per NM to 6000.

ATIS 118.4
CLNC DEL 119.4 323.1
GND CON 121.9 338.25
ANCHORAGE TOWER 118.3 257.8
ANCHORAGE DEP CON 126.4 257.9

SURES
10000 354° (35)
HUZTN
2900 355° (31)
MALEA
18000 (ATC)
7000 069° (23)
RAMMA
9300 080° (27)
NOEND
PAMPR
8700 301° (26)
FRIDA
8700 286° (28)
MNTSU
6100 306° (13)
LEWUS
4200 305° (28)
HAAIL
2000 327° (18)
2000 006° (13)
1200
069°
069°
1500
NODLE
13600 247° (26)
OLSSN
2700 288° (26)
10000 250° (20)
TORTE
YONEK
2100 266° (26)
ZESHN
8000 (ATC)
*8000 *2000 269° (11)
178° (5)
AVLNJ
6000 (ATC)
#2000 (takeoff Rwy 7L)
#1900 (takeoff Rwy 7R)
6300 104° (13)
RECAB
2000 211° (16)
TERYT
6000 (ATC)
8500 104° (37)
NOWEL
NAPTO
2300 205° (21)
ROJAR
5000 177° (20)
SKILA

NOTE: GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates and crossing restrictions, advise ATC on initial contact.

TAKE-OFF OBSTACLE NOTES
Rwy 7L: Multiple trees beginning 948' from DER, 421' left of centerline, up to 64' AGL/140' MSL.
Light pole 1407' from DER, 608' left of centerline, 59' AGL/138' MSL.
Light pole 5730' from DER, 737' left of centerline, 186' AGL/272' MSL.
Rwy 7R: Terrain 2' from DER, 459' right of centerline, 105' MSL.
Tree 1043' from DER, 605' right of centerline, 50' AGL/149' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb heading 069° to 1200 then right turn direct AVLNJ, cross at or below 6000 (ATC)/2000, then on track 178° to cross TERYT at or above 6000 (ATC), thence...
TAKE-OFF RUNWAY 7R: Climb heading 069° to 1500 then right turn direct AVLNJ, cross at or below 6000 (ATC)/1900, then on track 178° to cross TERYT at or above 6000 (ATC), thence. . . .

. . . .via (Transition). Maintain FL200 (or requested altitude if lower). Expect further clearance to filed altitude 10 minutes after departure.

FRIDA TRANSITION (TERYT1.FRIDA)
NODLE TRANSITION (TERYT1.NODLE)
NOEND TRANSITION (TERYT1.NOEND)
NOWEL TRANSITION (TERYT1.NOWEL)
PAMPR TRANSITION (TERYT1.PAMPR)
ROJAR TRANSITION (TERYT1.ROJAR)
SKILA TRANSITION (TERYT1.SKILA)
SURES TRANSITION (TERYT1.SURES)
TORTE TRANSITION (TERYT1.TORTE)

AK, 23 SEP 2010 to 18 NOV 2010

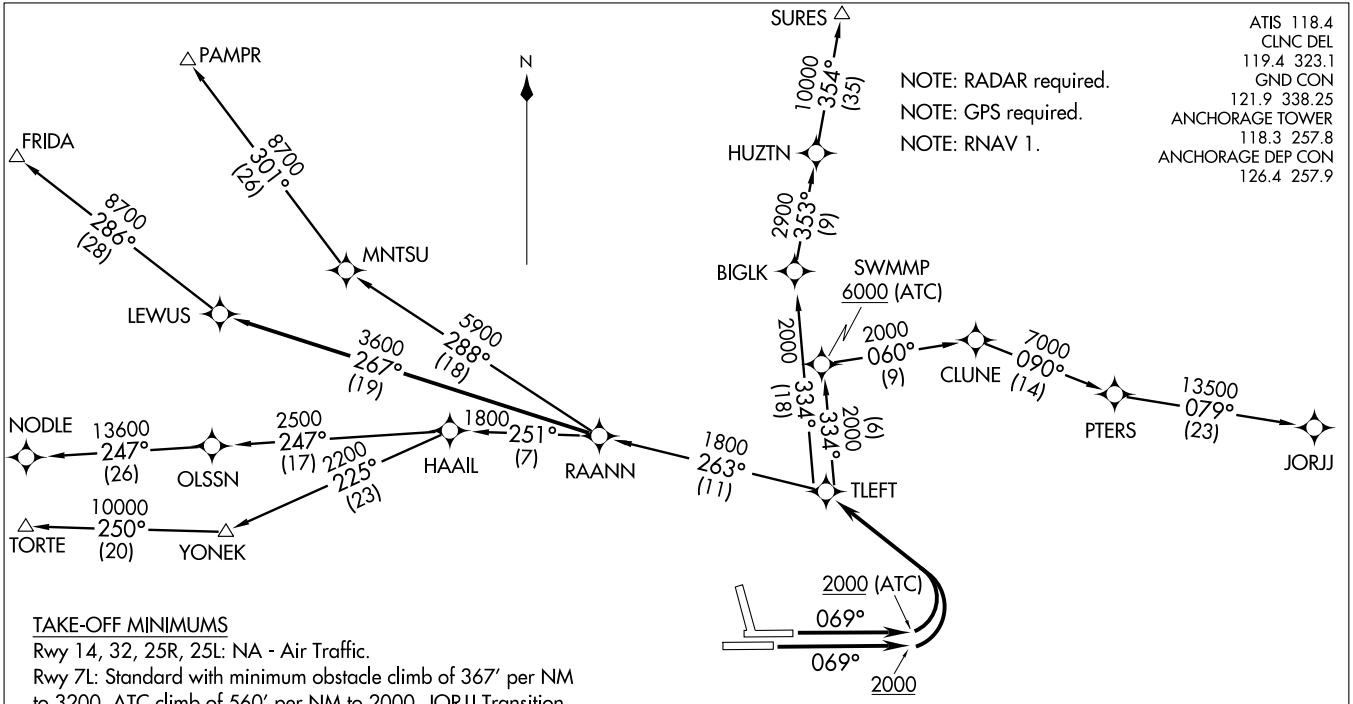
TLEFT ONE DEPARTURE (RNAV)

(TLEFT1.TLEFT) 10210

ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

ANCHORAGE, ALASKA

SL-1500 (FAA)



ATIS 118.4
CLNC DEL
119.4 323.1
GND CON
121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
126.4 257.9

NOTE: RADAR required.

NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 14, 32, 25R, 25L: NA - Air Traffic.

Rwy 7L: Standard with minimum obstacle climb of 367′ per NM to 3200, ATC climb of 560′ per NM to 2000. JORJJ Transition, minimum obstacle climb of 367′ per NM to 7000, ATC climb of 560′ per NM to 2000.

Rwy 7R: Standard with minimum obstacle climb of 367′ feet per NM to 3200, ATC climb of 500 feet per NM to 2000. JORJJ Transition, minimum obstacle climb of 367′ per NM to 7000, ATC climb of 500′ per NM to 2000.

TAKE-OFF OBSTACLE NOTES

Rwy 7L: Multiple trees beginning 948′ from DER, 421′ left of centerline, up to 64′ AGL/140′ MSL.
Light pole 1407′ from DER, 608′ left of centerline, 59′ AGL/138′ MSL.
Light pole 5730′ from DER, 737′ left of centerline, 186′ AGL/272′ MSL.

Rwy 7R: Terrain 2′ from DER, 459′ right of centerline, 105′ MSL.
Tree 1043′ from DER, 605′ right of centerline, 50′ AGL/149′ MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb heading 069° to 2000 (ATC), then left turn direct TLEFT thence. . . .

TAKE-OFF RUNWAY 7R: Climb heading 069° to 2000, then left turn direct TLEFT thence. . . .

. . . .via (assigned transition), expect filed altitude 10 minutes after departure.

FRIDA TRANSITION (TLEFT1.FRIDA)
JORJJ TRANSITION (TLEFT1.JORJJ)
NODLE TRANSITION (TLEFT1.NODLE)
PAMPR TRANSITION (TLEFT1.PAMPR)
SURES TRANSITION (TLEFT1.SURES)
TORTE TRANSITION (TLEFT1.TORTE)

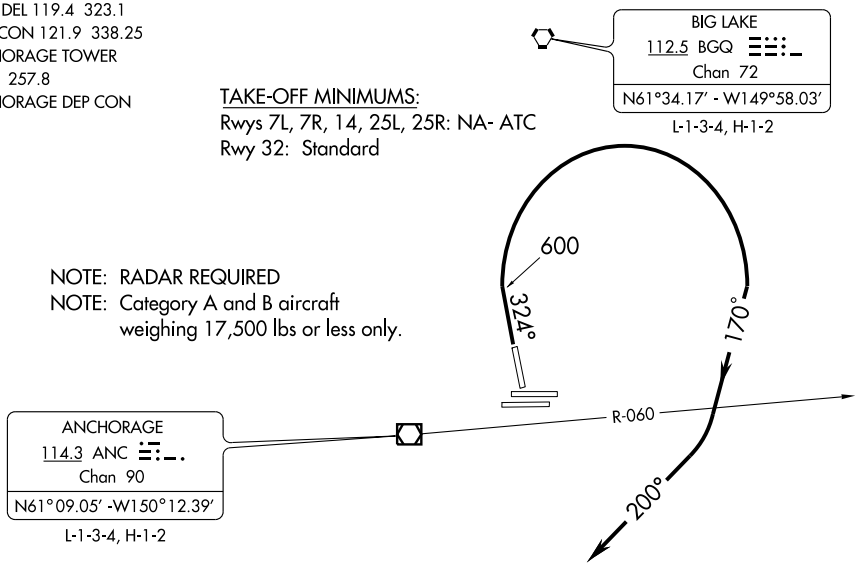
AK, 23 SEP 2010 to 18 NOV 2010

TURNAGAIN THREE DEPARTURE SL-1500 (FAA)

ATIS 118.4
CLNC DEL 119.4 323.1
GND CON 121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
126.4

TAKE-OFF MINIMUMS:
Rwys 7L, 7R, 14, 25L, 25R: NA- ATC
Rwy 32: Standard

NOTE: RADAR REQUIRED
NOTE: Category A and B aircraft weighing 17,500 lbs or less only.



NOTE: Chart not to scale.

NOTE:
Rwy 32, Multiple trees and bush beginning 390′ from departure end of runway, 311′ right of centerline, up to 68′ AGL/217′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climb heading 324° to 600′, then climbing right turn to 2000 via heading 170°. After crossing ANC VOR/DME R-060, climb to FL200 or assigned altitude via heading 200°. Expect radar vectors to assigned route. Expect further clearance to filed altitiude within 10 minutes after departure.

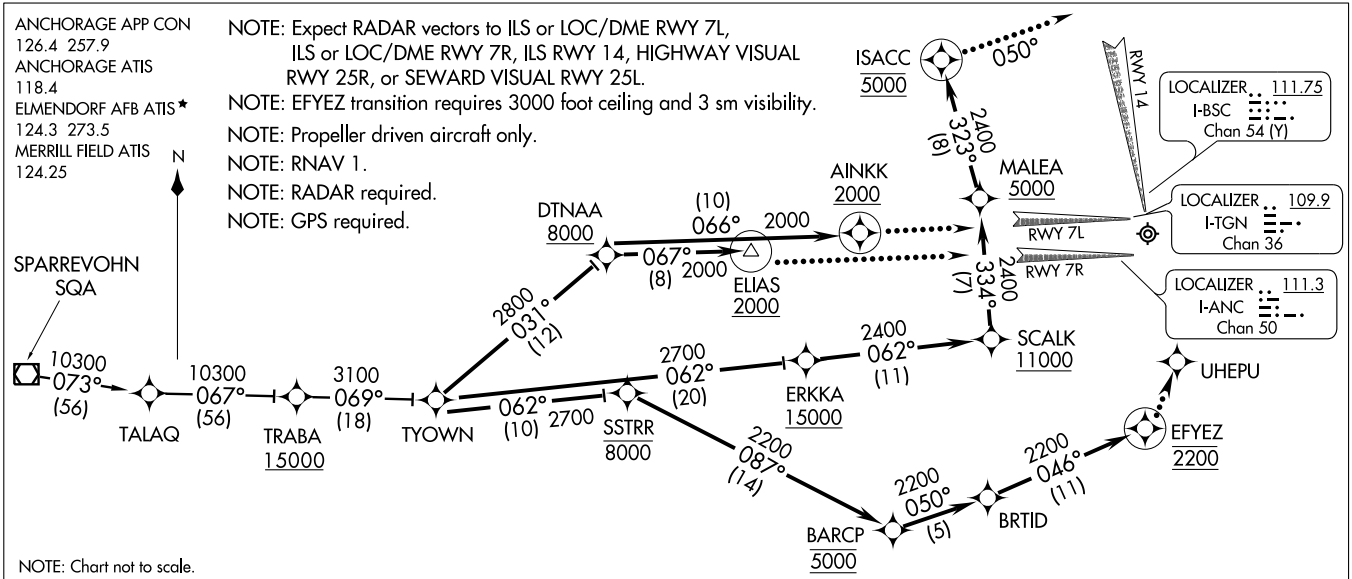
AK, 23 SEP 2010 to 18 NOV 2010

TYOWN ONE ARRIVAL (RNAV)

(TYOWN.TYOWN1) 10210

ANCHORAGE APP CON
126.4 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

NOTE: Expect RADAR vectors to ILS or LOC/DME RWY 7L, ILS or LOC/DME RWY 7R, ILS RWY 14, HIGHWAY VISUAL RWY 25R, or SEWARD VISUAL RWY 25L.
NOTE: EFYEZ transition requires 3000 foot ceiling and 3 sm visibility.
NOTE: Propeller driven aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: GPS required.



NOTE: Chart not to scale.

SPARREVOHN TRANSITION (SQA.TYOWN1)

Rwy 7L: From TYOWN via track 031° to cross DTNAA at or above 8000, then via track 066° to cross AINKK at or above 2000.
Rwy 7R: From TYOWN via track 031° to cross DTNAA at or above 8000, then via track 067° to cross ELIAS at or above 2000.
Rwy 14: From TYOWN via track 062° to cross ERKKA at or above 15000, thence as depicted to cross ISACC at 5000.
Rwy 25L/R: From TYOWN via track 062° to cross SSTRR at or below 8000, thence as depicted to EFYEZ.

LOST COMMUNICATIONS:

Rwy 7L: After passing AINKK intercept the Rwy 7L localizer, cleared ILS or LOC/DME RWY 7L.
Rwy 7R: After passing ELIAS intercept the Rwy 7R localizer, cleared ILS or LOC/DME RWY 7R.
Rwy 14: After ISACC turn right heading 050°, intercept the Rwy 14 localizer, cleared ILS RWY 14.
Rwy 25L/R: After EFYEZ turn left direct to UHEPU (O'Malley Overpass/New Seward Hwy) cleared either the SEWARD VISUAL RWY 25L or the HIGHWAY VISUAL RWY 25R.

TYOWN ONE ARRIVAL (RNAV)
(TYOWN.TYOWN1) 10210

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL

(TYOWN.TYOWN1) 10210
TYOWN ONE ARRIVAL (RNAV)

ST-1500 (FAA)

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

VOR/DME ANC	APP CRS	Rwy Idg	10900
114.3	053°	TDZE	130
Chan 90		Apt Elev	152

VOR RWY 7R

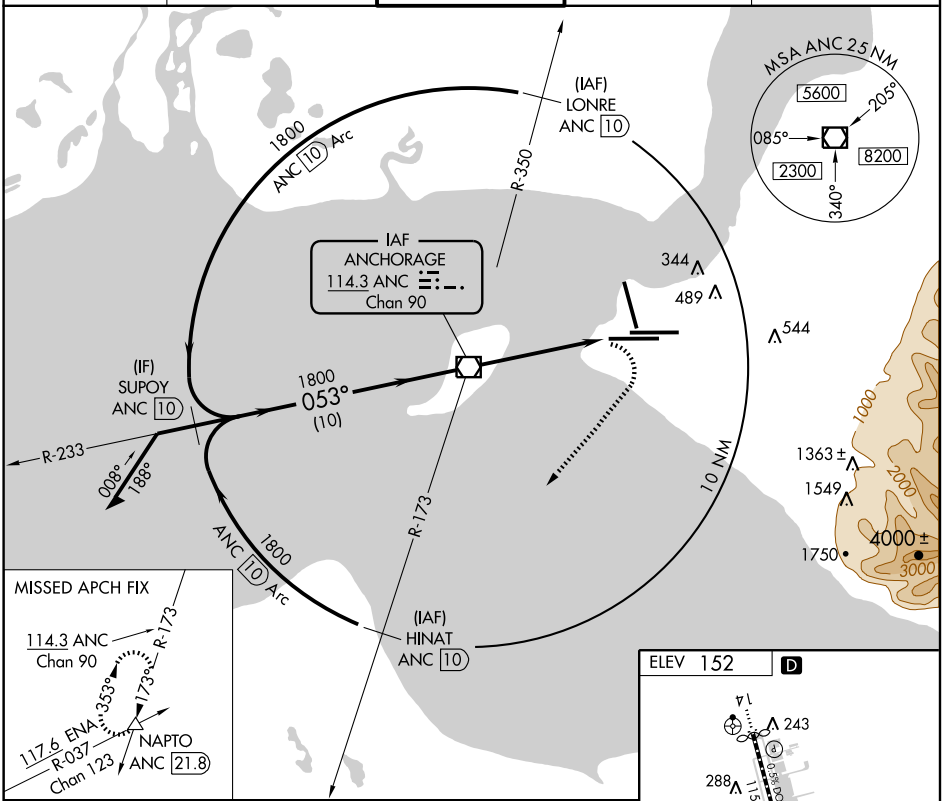
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

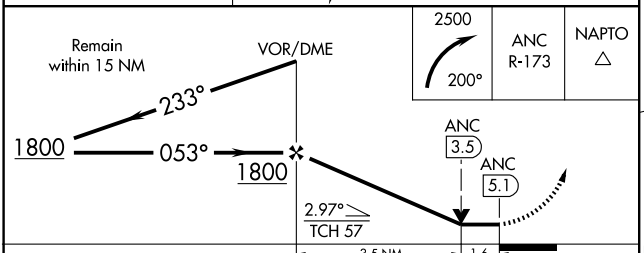
For inoperative ALSF, increase S-7R Cat E visibility to 2.

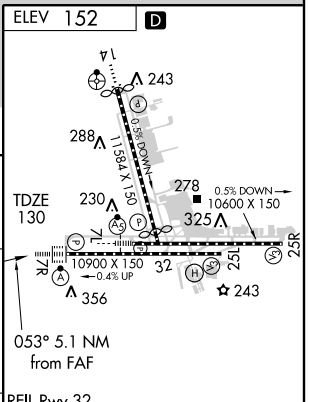
ALSF-2

MISSED APPROACH: Climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ANC 21.8 DME and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1







REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

CATEGORY	A	B	C	D	E
S-7R	700/24 570 (600-½)		700/50 570 (600-1)	700/60 570 (600-1¼)	700-1½ 570 (600-1½)
CIRCLING	740-1 588 (600-1)		740-1½ 588 (600-1½)	800-2 648 (700-2)	920-2¾ 768 (800-2¾)

FAF to MAP 5.1 NM

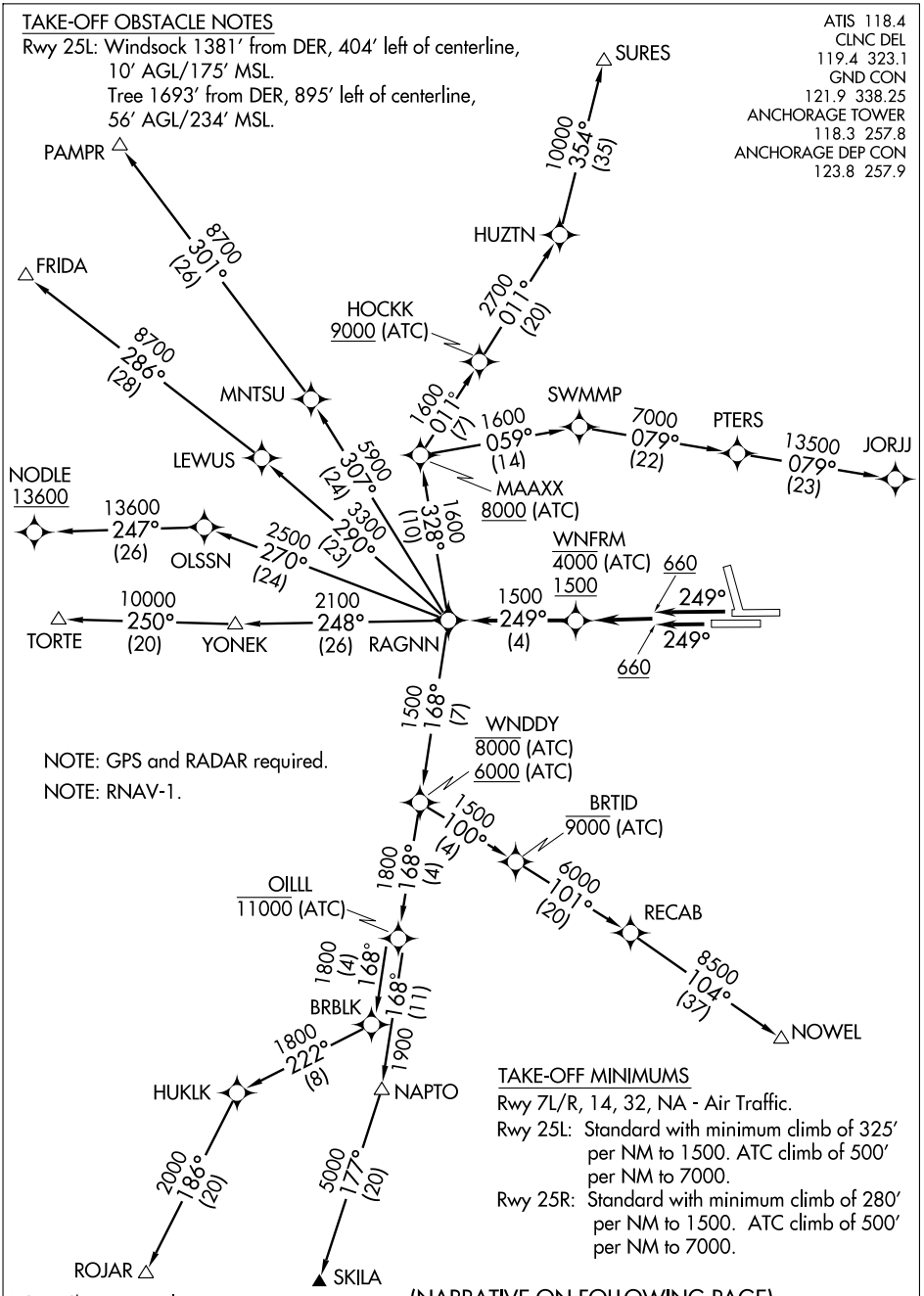
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

TAKE-OFF OBSTACLE NOTES
Rwy 25L: Windsock 1381' from DER, 404' left of centerline, 10' AGL/175' MSL.
Tree 1693' from DER, 895' left of centerline, 56' AGL/234' MSL.

ATIS 118.4
CLNC DEL 119.4 323.1
GND CON 121.9 338.25
ANCHORAGE TOWER 118.3 257.8
ANCHORAGE DEP CON 123.8 257.9



TAKE-OFF MINIMUMS
Rwy 7L/R, 14, 32, NA - Air Traffic.
Rwy 25L: Standard with minimum climb of 325' per NM to 1500. ATC climb of 500' per NM to 7000.
Rwy 25R: Standard with minimum climb of 280' per NM to 1500. ATC climb of 500' per NM to 7000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 25L: Climb heading 249° to 660, then direct WNFRM. Cross WNFRM at or below 4000 (ATC)/1500, thence. . .

TAKE-OFF RUNWAYS 25R: Climb heading 249° to 660, then direct WNFRM. Cross WNFRM at or below 4000 (ATC)/1500, thence. . .

. . . via (transition). Maintain FL200 (or requested altitude if lower), expect filed altitude ten minutes after departure.

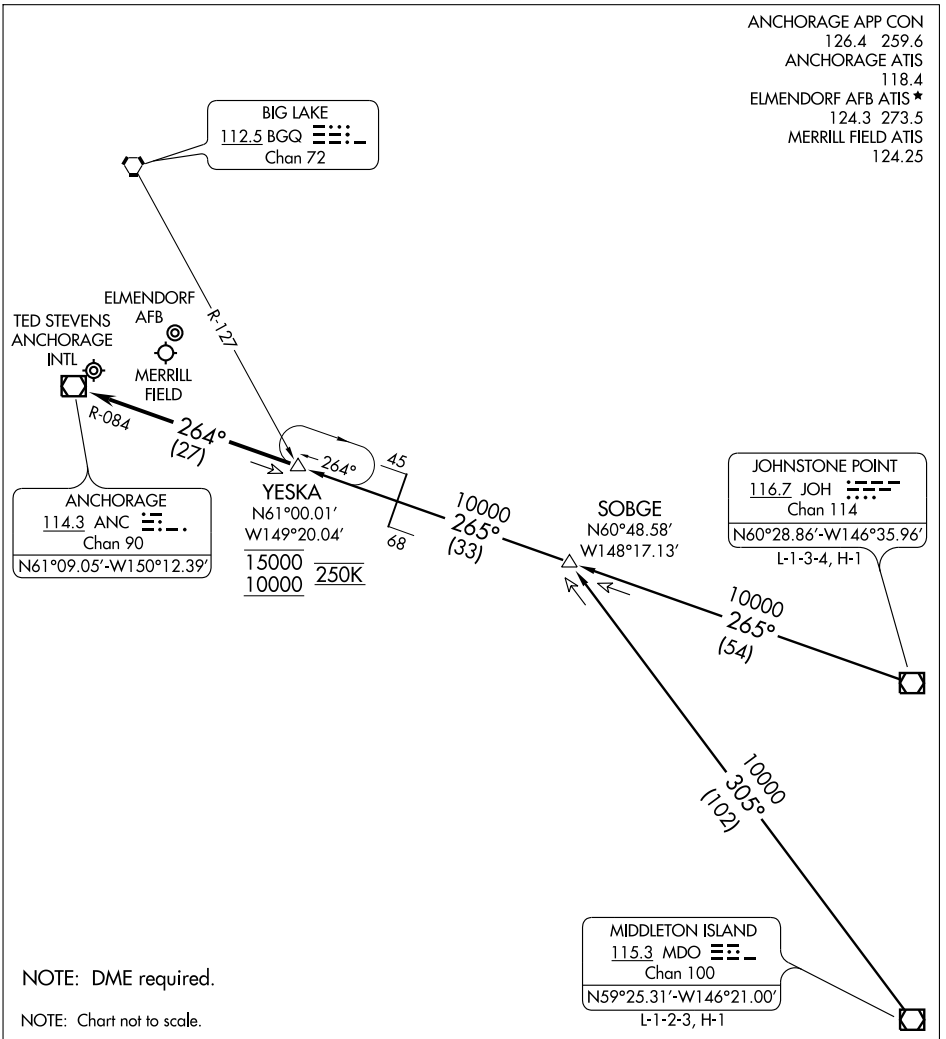
FRIDA TRANSITION (WNFRM1.FRIDA)
JORJJ TRANSITION (WNFRM1.JORJJ)
NODLE TRANSITION (WNFRM1.NODLE)
NOWEL TRANSITION (WNFRM1.NOWEL)
PAMPR TRANSITION (WNFRM1.PAMPR)
ROJAR TRANSITION (WNFRM1.ROJAR)
SKILA TRANSITION (WNFRM1.SKILA)
SURES TRANSITION (WNFRM1.SURES)
TORTE TRANSITION (WNFRM1.TORTE)

AK, 23 SEP 2010 to 18 NOV 2010

YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

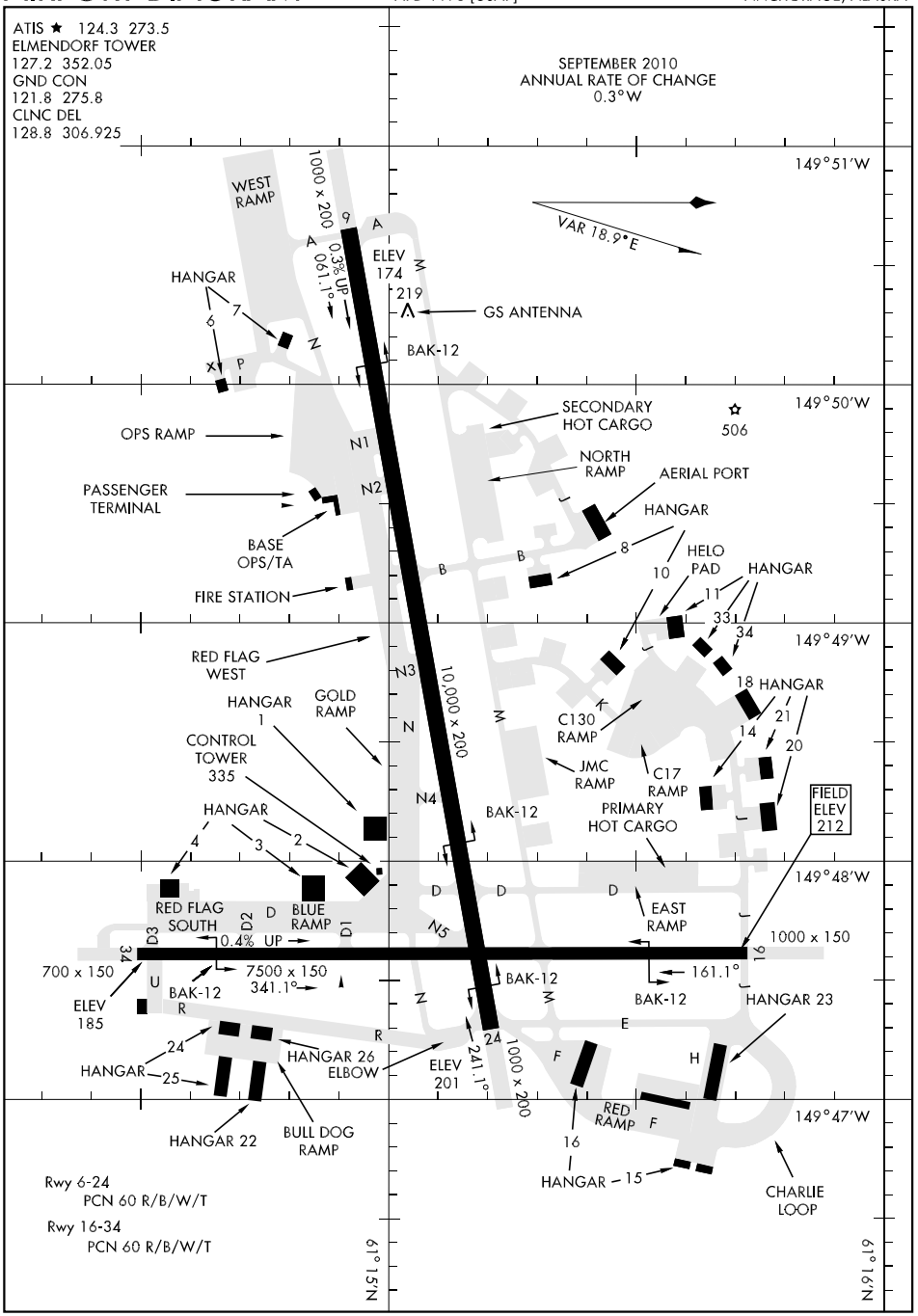
MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

YESKA THREE ARRIVAL

ANCHORAGE, ALASKA

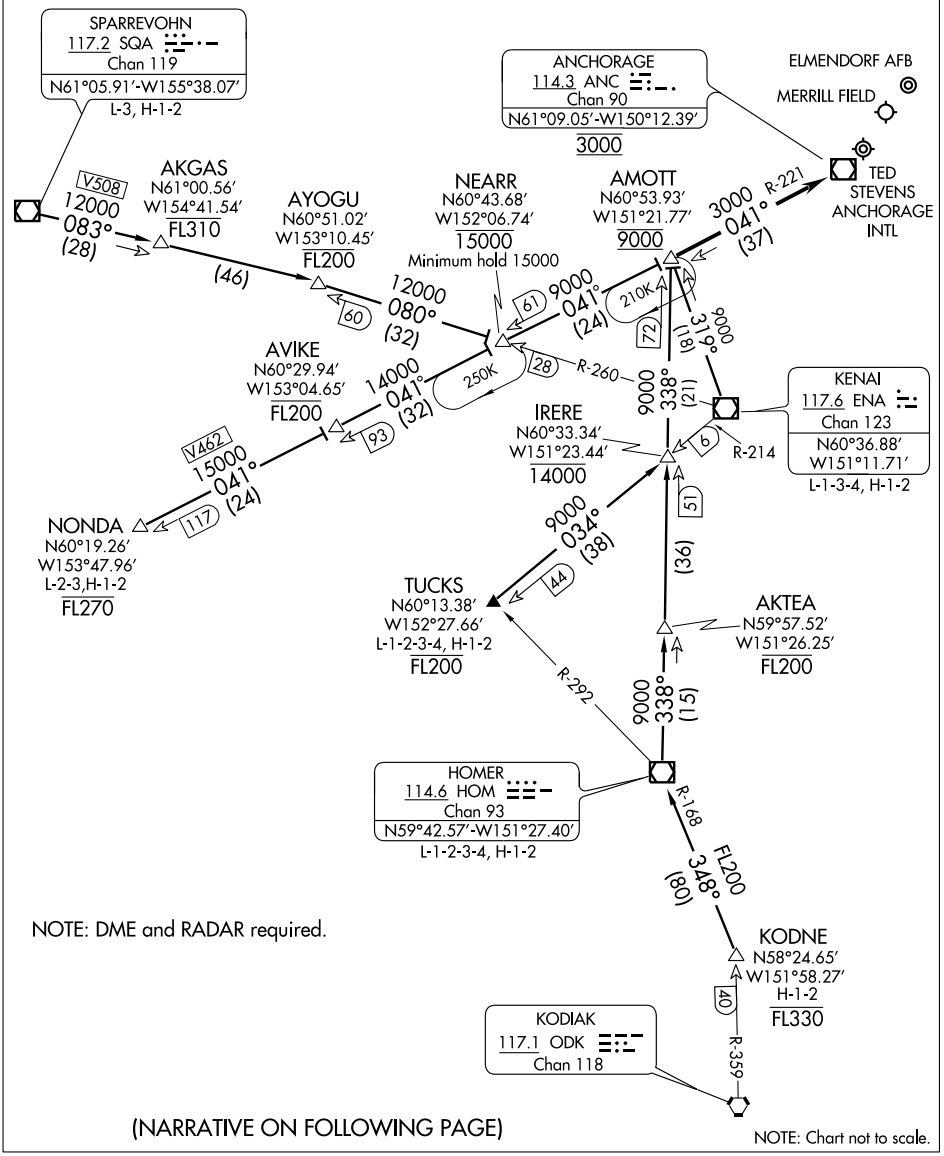
(YESKA.YESKA3) 09127



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25



NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AK, 23 SEP 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

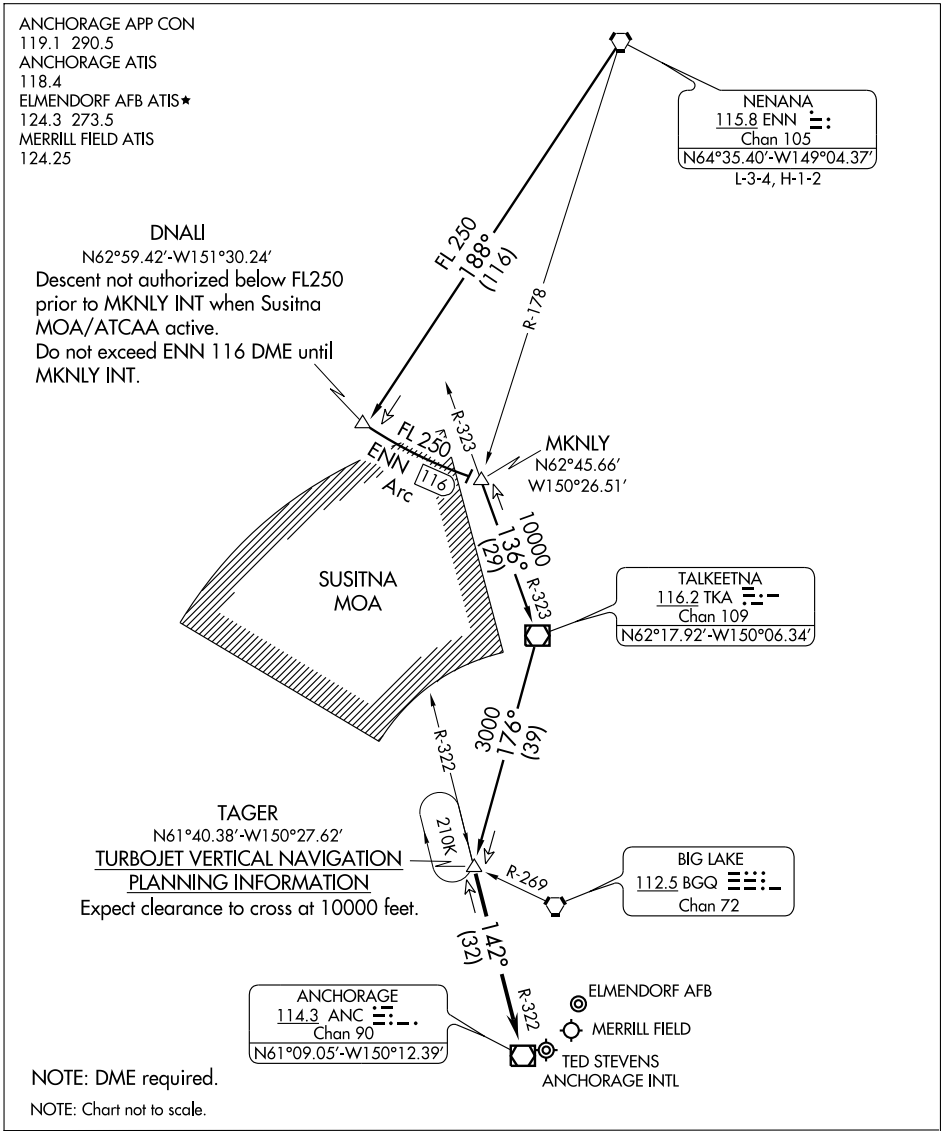
AK, 23 SEP 2010 to 18 NOV 2010

DENALI ONE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

AK, 23 SEP 2010 to 18 NOV 2010



NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-323 to TKA VOR/DME and TKA R-176 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

DENALI ONE ARRIVAL

ANCHORAGE, ALASKA

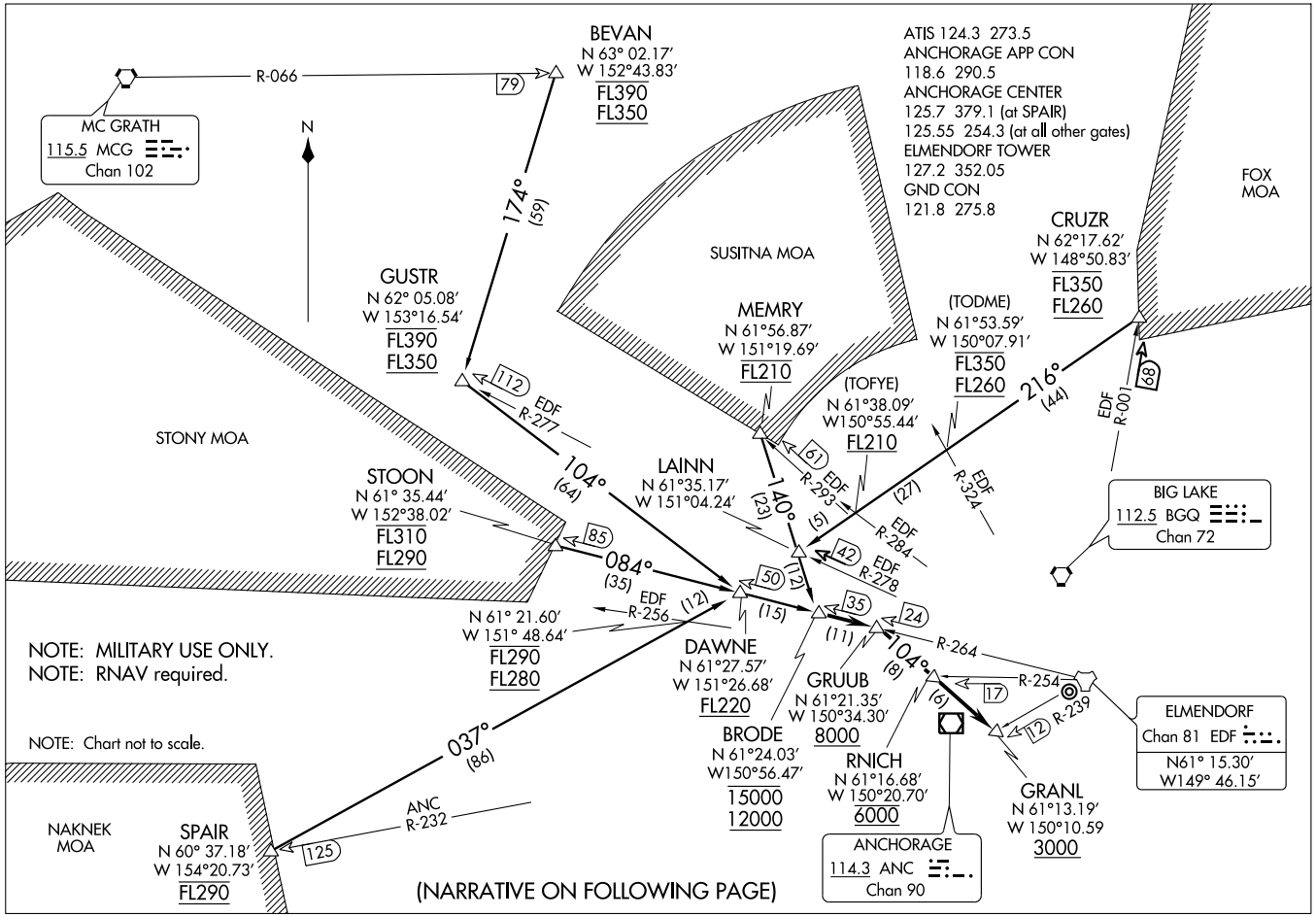
(DNALI.DNALI1) 10154

DESKA FOUR ARRIVAL

(DESKA.DESKA4) 09183

ANCHORAGE, ALASKA

ELMENDORF AFB



ST-1196 (FAA)

(DESKA.DESKA4) 09183

DESKA FOUR ARRIVAL

ELMENDORF AFB

ANCHORAGE, ALASKA

ARRIVAL DESCRIPTION

BEVAN TRANSITION (BEVAN.DESKA4): From over BEVAN via heading 174° to GUSTR, then via heading 104° to DAWNE. Then via EDF R-264 to BRODE. Thence. . . .

CRUZR TRANSITION (CRUZR.DESKA4): From over CRUZR via heading 216° to LAINN and heading 140° to BRODE. Thence ....

MEMRY TRANSITION (MEMRY.DESKA4): From over MEMRY via heading 140° to BRODE, then via R-264 to GRUUB. Thence ....

SPAIR TRANSITION (SPAIR.DESKA4): From over SPAIR via heading 037° to DAWNE and via EDF R-264 to BRODE. Thence ....

STOON TRANSITION (STOON.DESKA4): From over STOON via EDF R-264 to BRODE. Thence ....

.... From over BRODE via EDF R-264 to GRUUB then via heading 104° to RNICH then via heading 104° to GRANL. Expect IFR or VFR recovery clearance at GRUUB.

LOST COMMUNICATIONS: From over BRODE ....

.... If practicable, proceed to EDF VFR via EDF R-264 to EDF 10 DME, then direct Pt. No-Name Visual Check Point. Then proceed to RWY 6 or one mile initial to Rwy 24. Rock wings on initial.

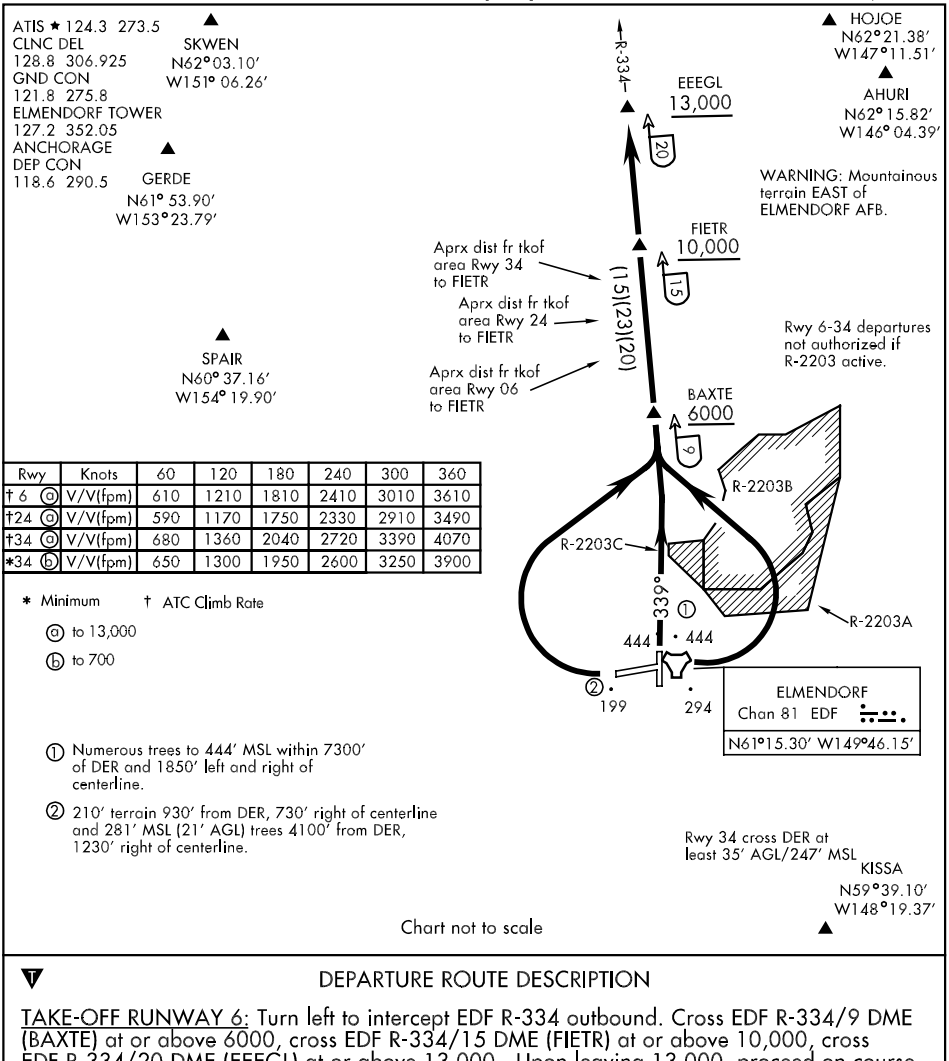
.... If IMC, proceed via EDF R-264 to GRUUB, then via heading 104° to GRANL, then execute ILS Y or TACAN RWY 6 approach to full stop.

AK, 23 SEP 2010 to 18 NOV 2010

EEEGL TWO DEPARTURE

SHL-1196 [USAF]

ANCHORAGE, ALASKA



Rwy	Knots	60	120	180	240	300	360
† 6 ⓐ	V/V(fpm)	610	1210	1810	2410	3010	3610
†24 ⓐ	V/V(fpm)	590	1170	1750	2330	2910	3490
†34 ⓐ	V/V(fpm)	680	1360	2040	2720	3390	4070
*34 ⓑ	V/V(fpm)	650	1300	1950	2600	3250	3900

* Minimum † ATC Climb Rate

ⓐ to 13,000

ⓑ to 700

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Turn left to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKE-OFF RUNWAY 24: Turn right to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course; maintain FL200 or ATC assigned altitude.

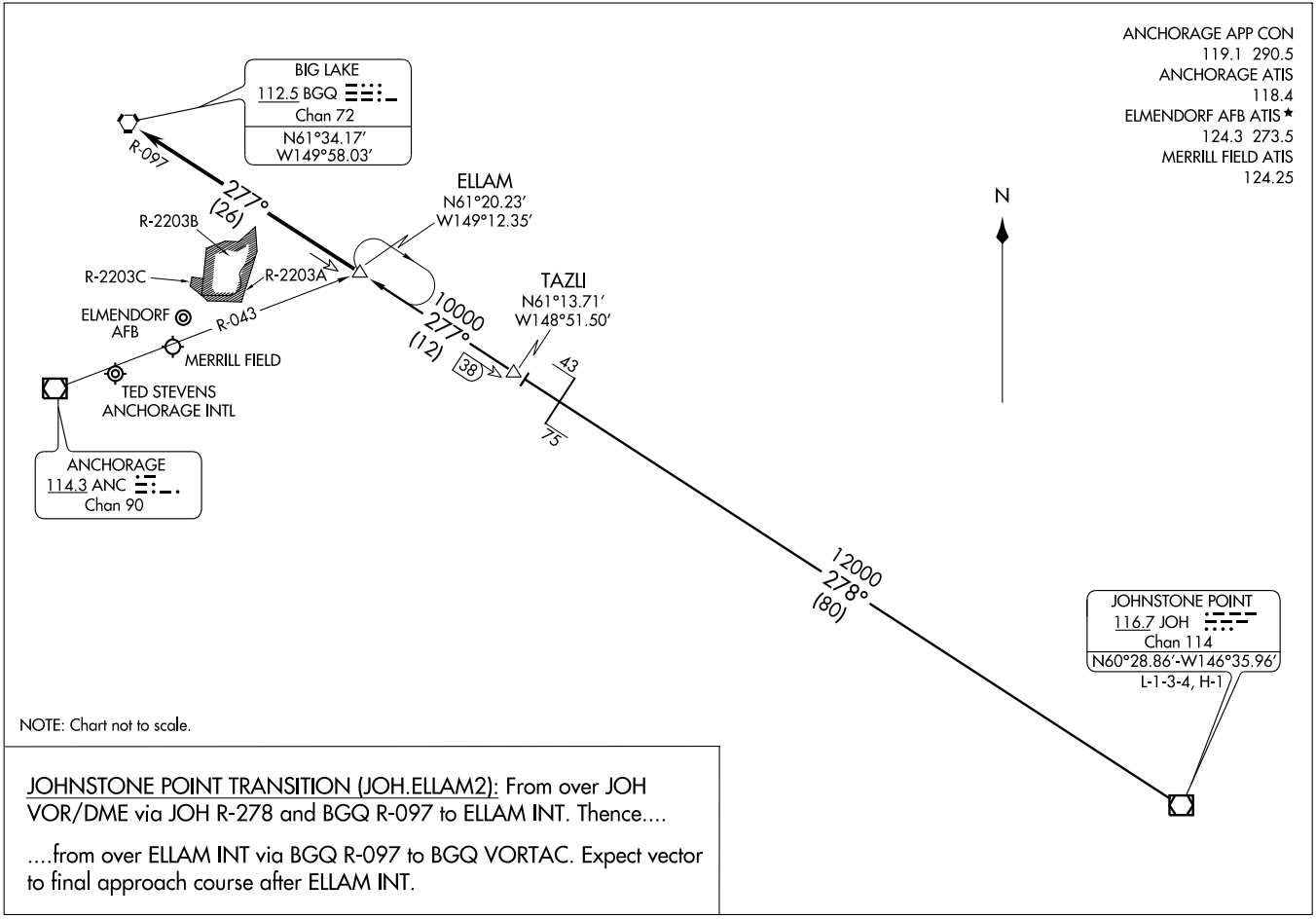
TAKE-OFF RUNWAY 34: Track heading 339° to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course; maintain FL200 or ATC assigned altitude.

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

ELLAM TWO ARRIVAL

(ELLAM.ELLAM2) 09127



NOTE: Chart not to scale.

JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

ELLAM TWO ARRIVAL

(ELLAM.ELLAM2) 09127

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE, ALASKA

ILS Y or LOC/DME RWY 6

LOC I-EDF	APCH CRS	Rwy ldg 10,000 / TDZE 174 / Arpt Elev 212
110.3	059°	

AL-1196 [USAF]

ELMENDORF AFB (PAED)

* When ALS inop, increase RVR to 40 and vis to ¾ mile all CATS.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 900 tracking 059°, then climbing left turn to 3000 via the EDF R-304 to HOBBS and hold.

ATIS ★	ANCHORAGE APP CON	ELMENDORF TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	North 118.6 290.5 South 123.8 259.3	127.2 352.05	121.8 275.8	128.8 306.925	

*** Circling not authorized Rwy 34 clockwise to Rwy 6.

CAUTION: LOC/DME descent gradient of 325 ft/NM after FEDNO DME fix is greater than descent gradient (318 ft/NM) between DOYEG and FEDNO.

MSA EDF 25 NM
140° 9100
2900
270°
360° 8600

3000
(IAF) HOBBS EDF 13
304°
24°
R-304
EDF 13 Arc
960
R-2203C
R-2203B
R-2203A
5565

Start turn to final no later than LR-248.
LR-248
DOYEG EDF 6.4
FEDNO EDF 4.2
239°
059°
R-239
(IAF) KNOBE EDF 15.5
PUROC EDF 13
COSAS EDF 12
385
488
MERRILL FLD
557
ANCHORAGE INTL
ELMENDORF Chan 81 EDF
LOCALIZER 110.3 I-EDF
5350
3000
6955
6000

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.
568

10 NM

ELEV 212

CAUTION: Terrain rises rapidly to the S and E.

EMERG SAFE ALT 100 NM 15,200

439 398 506 372 227 295 TDZE 174 335 245 0.3% UP 10,000 x 200 7500 x 150 0.4% UP 24 34 Drops off

†LOC only

900	3000	HOBBS
tr 059°	EDF R-304	

VGSI and descent angles not coincident.

KNOBE R-239 15.5
HOBBS R-304 13
PUROC R-239 COSAS 13 12
DOYEG 6.4
FEDNO 4.2
EGKIL 3.3 2.8
TACAN
4000
059°
13 Arc
3000
3000
GS 3.00°
TCH 60
1600
+900
3.6 NM
.6 NM

059° 4.2 NM from FAF
TDZL/CL Rwy 6
HIRL all Rwy
REIL Rwy 16

CATEGORY	A	B	C	D	E
S-ILS 6 *	374/18 200 (200-½)		374/24 200		(200-½)
S-LOC 6 **	600/24 426(400-½)		600/40 426(400-¾)		600/50 426(400-1)
CIRCLING***	820-1 608 (700-1)		820-1¾ 608(700-1¾)	820-2 608(700-2)	880-3 668(700-3)

LOC FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

ILS Z or LOC/DME RWY 6

LOC I-EDF	APCH CRS	Rwy ldg 10,000 / TDZE 174 / Arpt Elev 212
110.3	059°	

AL-1196 [USAF]

ELMENDORF AFB (PAED)

* When ALS inop, increase RVR to 40 and vis to ¾ mile all CATS.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 900 on track 059°, then turn left climbing to 3000 and intercept the BGQ R-132 to BGQ and hold.

ATIS ★	ANCHORAGE APP CON	ELMENDORF TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	North 118.6 290.5 South 123.8 259.3	127.2 352.05	121.8 275.8	128.8 306.925	

*** Circling not authorized RWY 34 clockwise to RWY 6.

EDF DME available on 113.4

CAUTION: LOC/DME descent gradient of 325 ft/NM after FEDNO DME fix is greater than descent gradient (318 ft/NM) between DOYEG and FEDNO.

BIG LAKE 112.5 BGQ Chan 72

VOR holding only

132° 312° R-132

960

MSA EDF 25 NM
140° 9100
2900
270°
360° 8600

R-2203B
R-2203C
R-2203A

5565

(IAF) HYSON ANC 7

DR 144°

239° R-315

PUROC EDF 13

059°

DOYEG EDF 6.4

FEDNO EDF 4.2

ELMENDORF Chan 81 EDF

LOCALIZER 110.3 I-EDF

385 488 MERRILL FLD

557 ANCHORAGE INTL

568

5350

3000

6955

6000

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

ANCHORAGE 114.3 ANC Chan 90

10 NM

CAUTION: Terrain rises rapidly to the S and E.

EMERG SAFE ALT 100 NM 15,200

ELEV 212

439 398 506 372 227 295 TDZE 174 335 245 2A 9L

0.3% UP 10,000 x 200 0.4% UP 7500 x 150

059° 4.2 NM from FAF
TDZL/CL Rwy 6
HIRL all Rwy
REIL Rwy 16

34 Drops off

†LOC only

HYSON ANC 7 — D R 144° 3000 — PUROC EDF 13 — 3000 — 059° — DOYEG EDF 6.4 — FEDNO EDF 4.2 — EDF 3.3 — EGKIL EDF 2.8 — TACAN

VGSI and descent angles not coincident.

900 tr 059° — 3000 BGQ R-132 — BGQ

GS 3.00° TCH 60

1600 †900

3.6 NM .6

CATEGORY	A	B	C	D	E
S-ILS 6 *	374/18 200 (200-½)		374/24 200		(200-½)
S-LOC 6 **	600/24 426(400-½)		600/40 426(400-¾)		600/50 426(400-1)
CIRCLING***	820-1 608 (700-1)		820-1¾ 608(700-1¾)	820-2 608(700-2)	N A

LOC FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

MATSU FIVE ARRIVAL

ST-1196 (FAA)

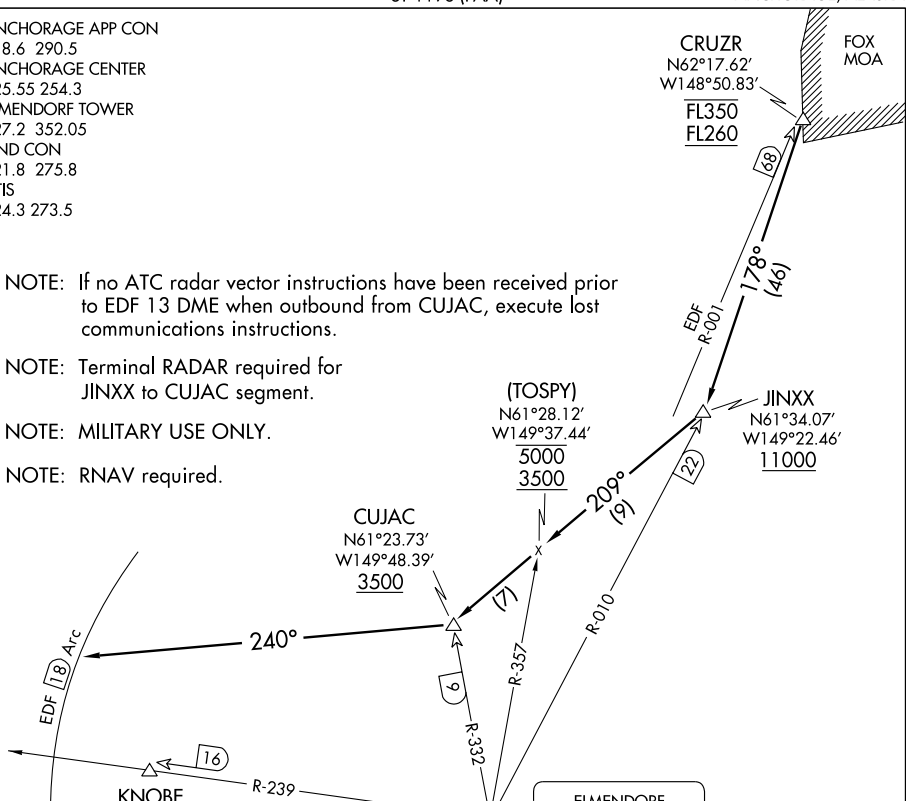
ANCHORAGE APP CON
118.6 290.5
ANCHORAGE CENTER
125.55 254.3
ELMENDORF TOWER
127.2 352.05
GND CON
121.8 275.8
ATIS
124.3 273.5

NOTE: If no ATC radar vector instructions have been received prior to EDF 13 DME when outbound from CUJAC, execute lost communications instructions.

NOTE: Terminal RADAR required for JINXX to CUJAC segment.

NOTE: MILITARY USE ONLY.

NOTE: RNAV required.



NOTE: Chart not to scale

ARRIVAL DESCRIPTION

CRUZR TRANSITION (CRUZR.MATSU5): From over CRUZR via heading 178° to JINXX, then heading 209° to CUJAC, depart CUJAC heading 240°. Thence. . . .

. . . .Expect vectors within EDF 18 DME to ILS Y or TACAN Rwy 6 approach.

LOST COMMUNICATIONS:

If practicable, proceed to EDF VFR via CUJAC direct Point No-Name Visual Check Point. Then proceed to Rwy 6 or one mile initial to Rwy 24. Rock wings on initial. If unable to proceed to EDF VFR, descend via the MATSU arrival to CUJAC. Cross CUJAC at or above 3500. Fly heading 240° and join the EDF 18 DME Arc west of EDF. Arc south and join the EDF R-239 to KNOBE. Cross KNOBE at or above 2200 and execute ILS Y or TACAN Rwy 6 approach to ELMENDORF AFB.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev
EDF Chan 81	059°	10,000 / 174 / 212

AL-1196 [USAF]

ELMENDORF AFB (PAED)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000 via EDF R-304 to HOBBS and hold. Climb in holding authorized.

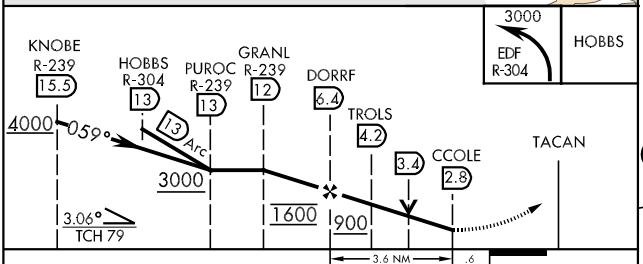
ATIS *	ANCHORAGE APP CON	ELMENDORF TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	North 118.6 290.5 South 123.8 259.3	127.2 352.05	121.8 275.8	128.8 306.925	

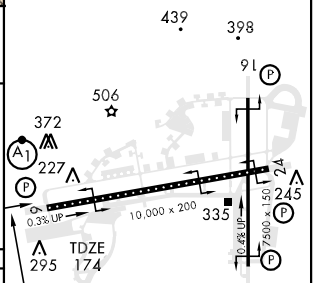
** Circling not authorized Rwy 34 clockwise to Rwy 6.

CAUTION: Descent gradient of 325 ft/NM after TROLS DME fix is greater than descent gradient (318 ft/NM) between DORRF and TROLS.

MSA EDF 25 NM
140°–9100
270°–2900
360°–8600

240°
304°
3000
(IAF) HOBBS EDF 13
EDF 13 Arc
R-304
960
R-2203C
R-2203B
5565
Start turn to final no later than LR-248.
DORRF EDF 6.4
TROLS EDF 4.2
LR-248
059°
R-239
CAUTION: Terrain rises rapidly to the S and E.
R-2203A
385
488
MERRILL FLD
ELMENDORF Chan 81 EDF
5350
6955
3000
6000
(IAF) KNOBE EDF 15.5
PUROC EDF 13
GRANL EDF 12
ANCHORAGE INTL
557
568
CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.
10 NM
ELEV 212
EMERG SAFE ALT 100 NM 15,200





CATEGORY	A	B	C	D	E
S-6 *	640/24 466 (500-½)		640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING **	820-1 608 (700-1)		820-1¾ 608 (700-1¾)	820-2 608 (700-2)	880-3 668 (700-3)

TDZL/CL Rwy 6
HIRL all Rwy
REIL Rwy 16

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	7500
EDF Chan 81	130°	TDZE	212
		Arpt Elev	212

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * Circling not authorized RWY 34 clockwise to RWY 6.

† MISSED APPROACH: Climbing left turn to 6000 direct EDF TACAN R-310/19 DME (LUBEE) and hold. Climb in hold authorized.

ATIS ★	ANCHORAGE APP CON	ELMENDORF TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	North 118.6 290.5 South 123.8 259.3	127.2 352.05	121.8 275.8	128.8 306.925	

† CAUTION: Missed Approach Minimum Climb Rate to 4200

Knots	60	120	180	240
V/V(fpm)ⓒ	480	960	1440	1920

Controlling Obstacle 2988
ⓒ CAT E only

R-310 130° 310°
Min holding alt 6000
Max holding atl 8000
(IAF) LUBEE EDF 19
130°
CEGEN EDF 12
BETUN EDF 6

CAUTION:
-Terrain rises rapidly to the S and E.
-Winds in vicinity of higher terrain may produce severe turbulence.
-Uncontrolled light aircraft operations in the vicinity of Six-mile lake at or below 600.

960
R-2203B
R-2203C
2088
R-2203A
2988
456
375
555
ELMENDORF Chan 81 EDF
MERRILL FLD
10 NM
ANCHORAGE INTL

MSA EDF 25 NM
040°
9100
2900
270°
360°
8600

EMERG SAFE ALT 100 NM 15,200

VGSI and descent angles not coincident.

LUBEE R-310 19
6000
130°
3100
CEGEN 12
1600
BETUN 6
ALNOK 2
TACAN
2.36°
TCH 66
4 NM
1.3 NM

6000
LUBEE R-310 19

ELEV 212
130° to TACAN
439
398
TDZE 212
91
506
372
227
0.4% DOWN
24
245
335
10,000 x 200
0.3% UP
7500 x 150
295
34
Drops off

CATEGORY	A	B	C	D	E
S-16	940-1¾ 728 (800-1¾)		940-2 728 (800-2)	940-2¼ 728 (800-2¼)	940-2½ 728 (800-2½)
CIRCLING *	940-1¾ 728 (800-1¾)		940-2 728 (800-2)	940-2¼ 728 (800-2¼)	1340-3 1128(1200-3)

TDZL/CL Rwy 6
HIRL all Rwy
REIL Rwy 16

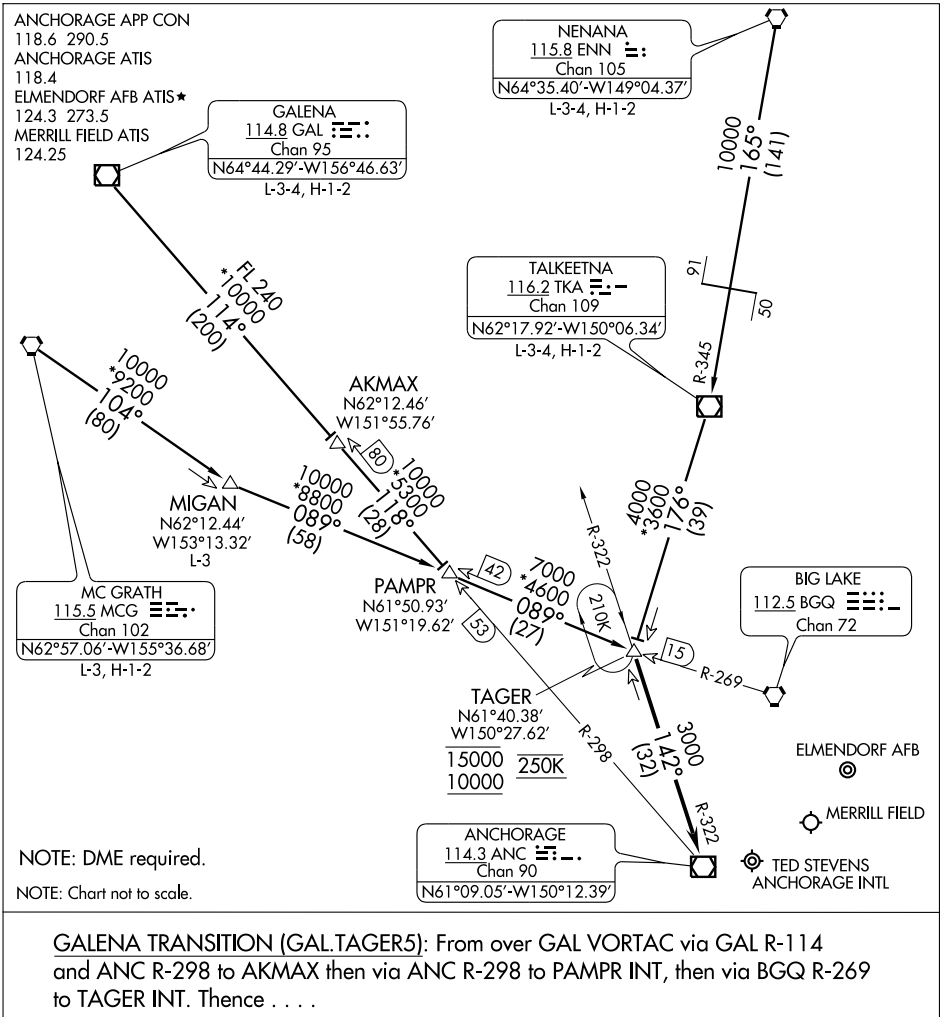
AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-176 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-176 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

TAGER FIVE ARRIVAL

ANCHORAGE, ALASKA

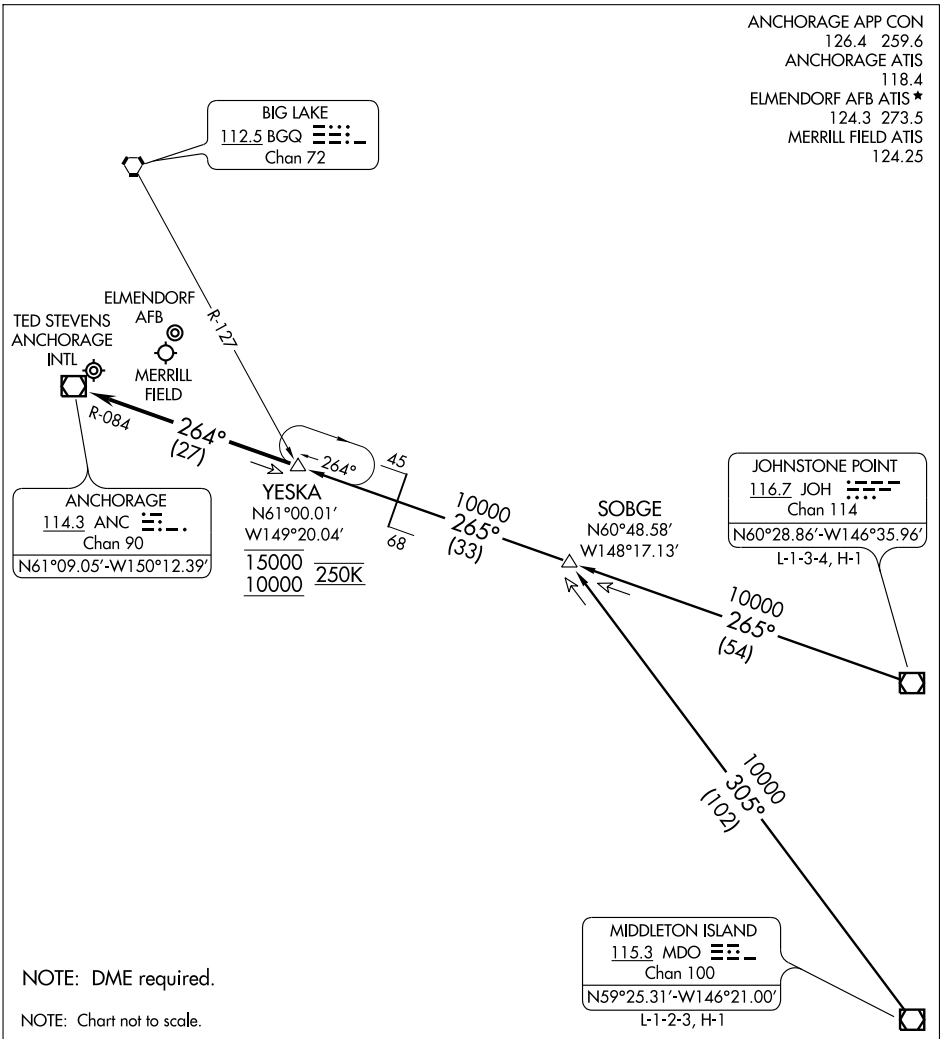
(TAGER.TAGER5) 10154

AK, 23 SEP 2010 to 18 NOV 2010

YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

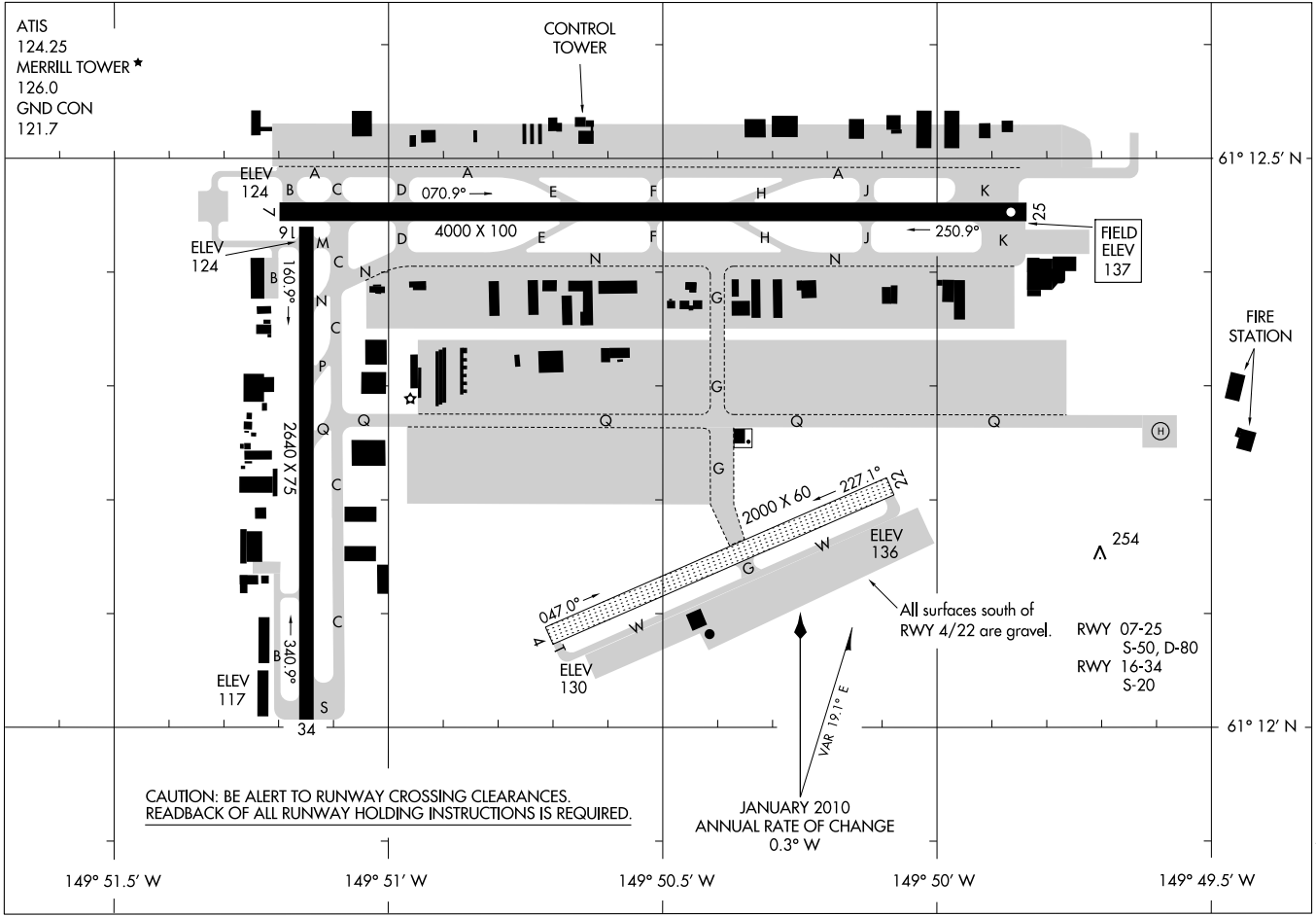
MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

YESKA THREE ARRIVAL

ANCHORAGE, ALASKA

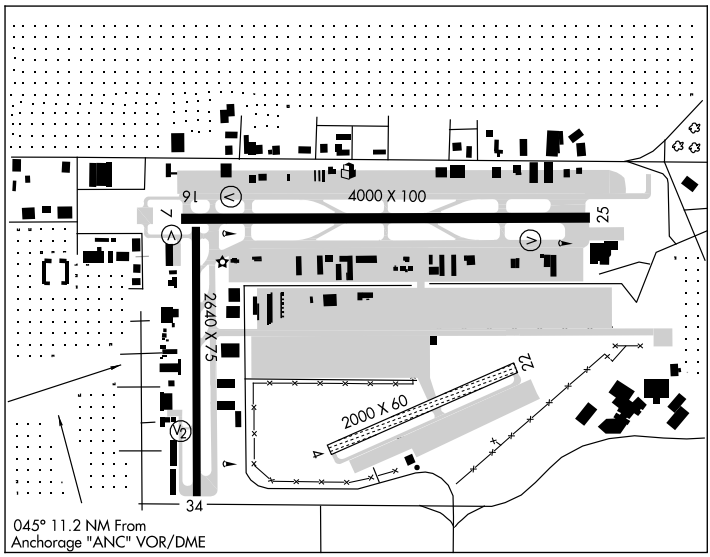
(YESKA.YESKA3) 09127



10210 AIRPORT DIAGRAM ANCHORAGE/MERRILL FIELD (MRI)(PAMR) ANCHORAGE, ALASKA

AL-1522 (FAA)

§ **MERRILL FLD** (MRI) (PAMR) 0 E N61°12.81′ W149°50.67′ UTC−9(−8DT) **ANCHORAGE**
P 137 BL2, 4, 9 ①, 10 ② H40(ASP) 07–25 S–50, D–80, 16–34 S–20, **H–1B, 2K, L–1A, 3D, 4G**
04–22 **IAP, AD**
SERVICE—S4 **FUEL** —(NC–100, A) LPOX



AIRPORT REMARKS —Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1630–0200Z‡. Be alert: Rwy 04–22 sfc composition is gravel. Rwy 07 slope 0.3% up E. Rwy 34 slope 0.3% up N. Rwy 04–22 reflective thlds and edge markers. Helicopters be alert: Twy G and Twy Q barrier gates raise automatically 40′ AGL. 1′ to 8′ snow berms and piles adjacent to rwys and twys during winter months. Flocks of seagulls and ravens on arpt. Migratory waterfowl on arpt Spring and Fall. All acft in non–movement areas must ctc GND CON prior to taxi. All rwy and taxiway lights non standard height. Twr visibility restricted approach on Rwy 25. Portions of Twy C between Twy S and P not visible from twr. Twy Q uncontrolled. Areas of Twy G and Twy Q not visible from twr and are uncontrolled. PPR for acft over 12,500 lbs. Rwy 07 and Rwy 16 rgt tfc. Traffic pattern alt for acft 105 kts or less 900′MSL, acft greater than 105 kts 1,200′MSL. ACTIVATE MIRL Rwy 07–25 and Rwy 16–34, REIL Rwy 07, Rwy 25, Rwy 16 and Rwy 34—CTAF. VASI Rwy 07, Rwy 25, Rwy 16, Rwy 34 opr 24 hrs. ①Rwy 07, TCH 42′. GS 3.75°. Rwy 25, TCH 21′. GS 3.0° Rwy 16, TCH 22′. GS 3.0°. Rwy 34, PVASI TCH 21′. GS 3.0°. ②Rwy 07, Rwy 25, Rwy 16, Rwy 34.

WEATHER DATA SOURCES—(ASOS 907–272–0542) (WX CAM).

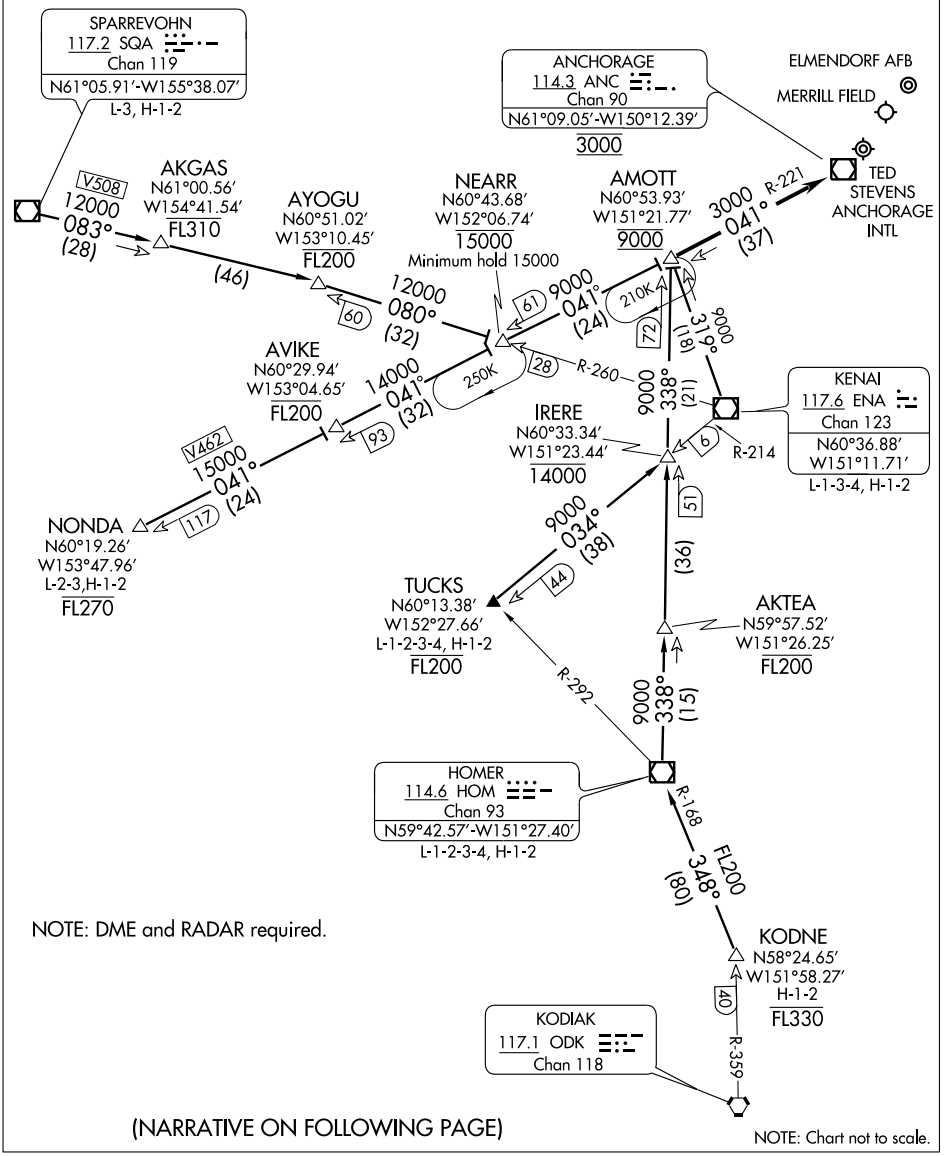
COMMUNICATIONS—(CTAF 126.0) (UNICOM 122.95) (ATIS 124.25) (TIE–IN FSS KENAI ENA–NOTAM MRI)
RCO—255.4 122.2 (KENAI FSS) **RCO**—122.3 **(V)** (KENAI FSS)
RCO—122.55 122.3 **(V)** (KENAI FSS)
Ⓡ **ANCHORAGE APP/DEP CON** —363.2 119.1
TOWER —126.0 127.55 (May 1–Aug 31 1600–0900Z‡, Sep 1–Apr 30 1600–0700Z‡.)
GND CON —121.7

AIRSPACE: CLASS D svc May 1–Aug 31 1600–0900Z‡, Sep 1–Apr 30 1600–0700Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION—(VOT 111.0)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. FM radio interference may be received on tower freqs in traffic patterns. When ATCT CLOSED WX also avbl on CTAF, call sign Merrill Weather or Phone 907–271–4355. When twr clsd CTAF procedures are recommended. See Regulatory Notices Anchorage Terminal Area Merrill Segment this supplement. Use freq. 122.55 (RCO) for filing, activating and cancelling flight plans in the Anchorage Bowl Area.

ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25



NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AK, 23 SEP 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

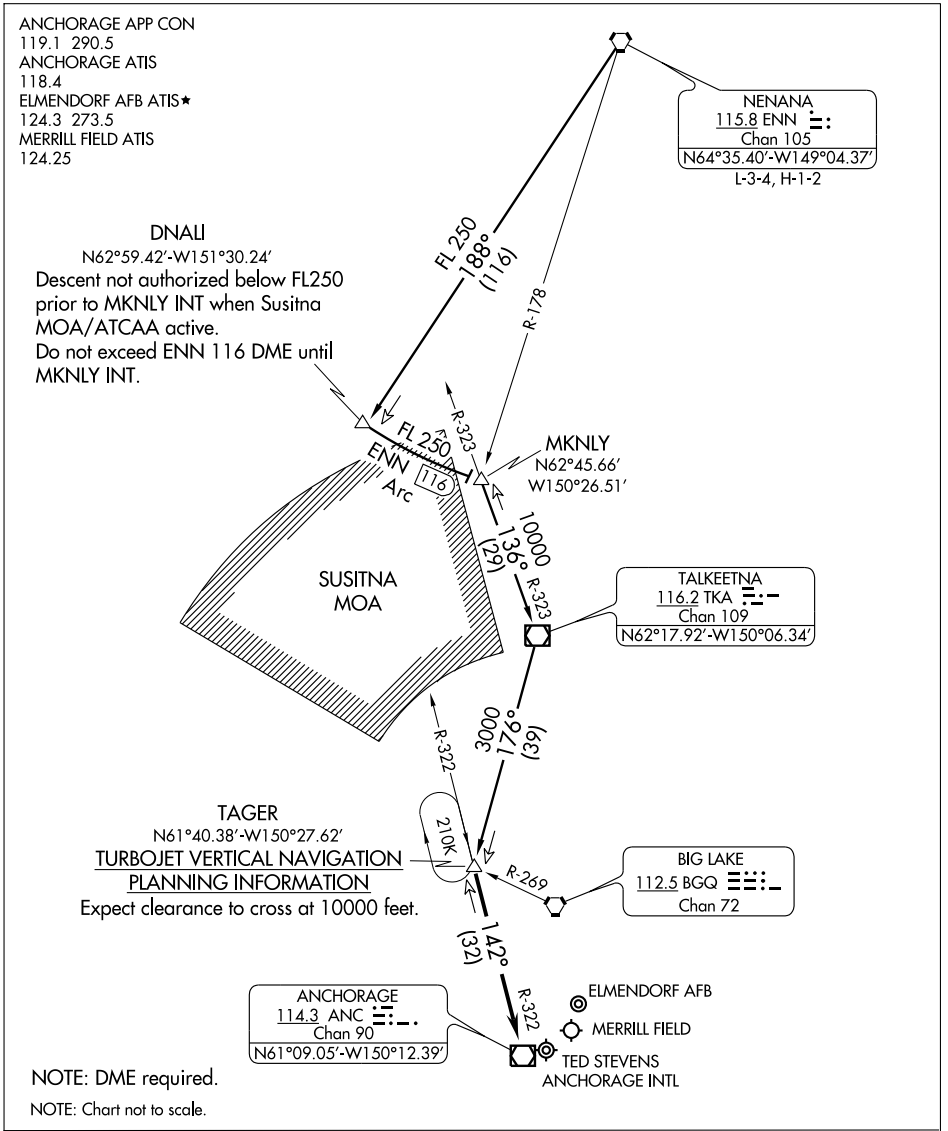
AK, 23 SEP 2010 to 18 NOV 2010

DENALI ONE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

AK, 23 SEP 2010 to 18 NOV 2010



NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-323 to TKA VOR/DME and TKA R-176 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

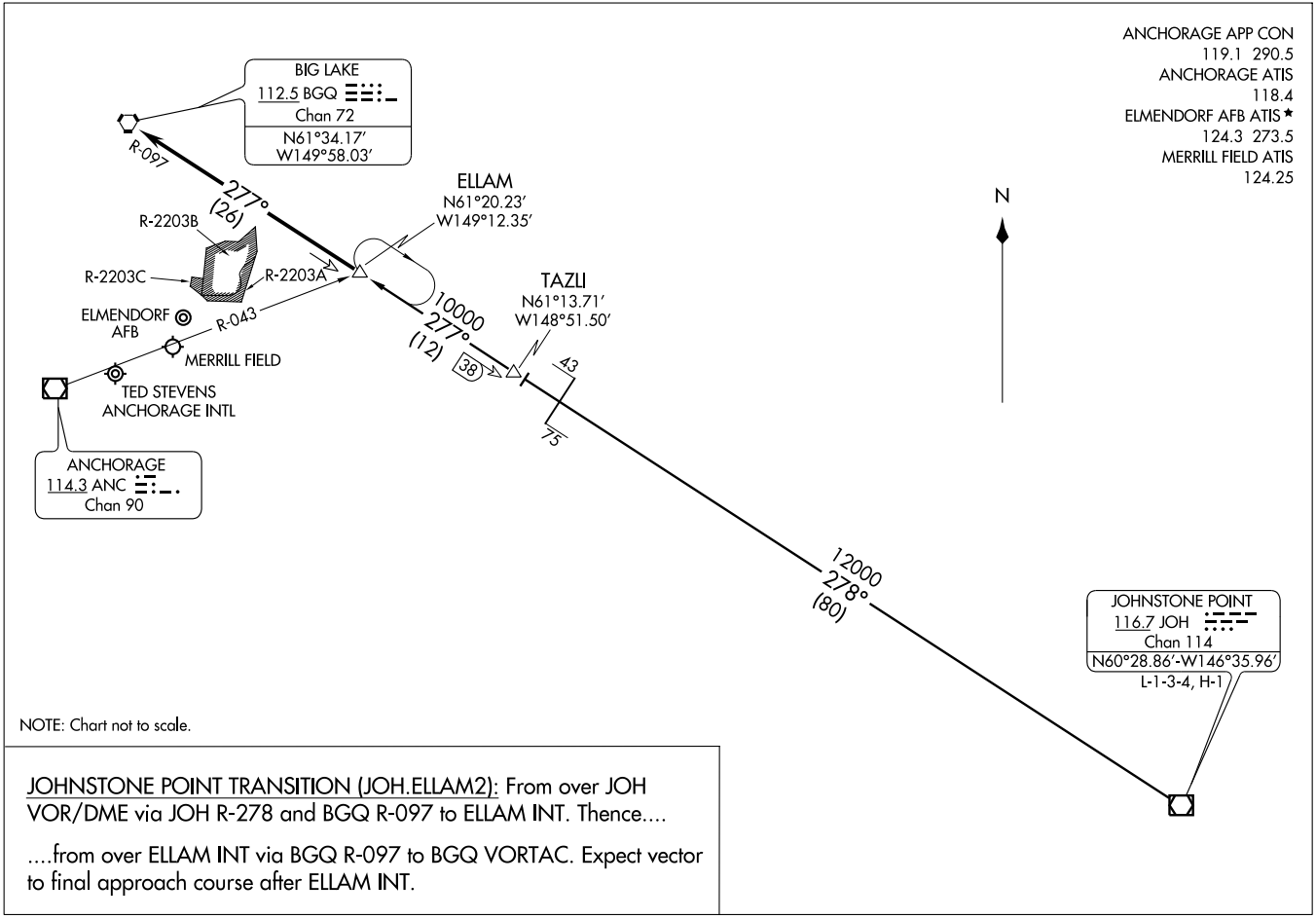
DENALI ONE ARRIVAL

ANCHORAGE, ALASKA

(DNALI.DNALI1) 10154

ELLAM TWO ARRIVAL

(ELLAM.ELLAM2) 09127



NOTE: Chart not to scale.

JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

ELLAM TWO ARRIVAL

(ELLAM.ELLAM2) 09127

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE, ALASKA

APP CRS	Rwy Idg	N/A
083°	TDZE	N/A
	Apt Elev	137

RNAV (GPS)-A

ANCHORAGE/MERRILL FIELD (MRI) (PAMR)

DME/DME RNP-0.3 NA. When localaltimeter setting not received, use Anchorage Intl altimeter setting. When VGSI inoperative, circling to corresponding runway NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct SINDI and hold.

ATIS	ANCHORAGE APP CON	MERRILL TOWER ★	GND CON	UNICOM
124.25	119.1 363.2	126.0 (CTAF) L	121.7	122.95

RADAR REQUIRED

4 NM 134° 314° SINDI

R-2203C

(IF) YOHOE 1600 055° (6.8)

(FAF) RICKR 083°

MSA RW07 25 NM 9300

2088 3065 4200 3790 5350 5445 4730 5005 1549 1750

508 355 375 555 408 489 328 410 544 RW07

ELEV 137

083° to RW07

178 194 181 194 254

9 L 4000 X 100 0.3% UP 25

7 2640 X 75 0.3% UP 34

22 2000 X 60

REIL Rwys 7, 16, 25, and 34 L

MIRL Rwys 7-25 and 16-34 L

2000 SINDI

YOHOE 2000 055° RICKR 1600 083° RW07

6.8 NM 4.1 NM

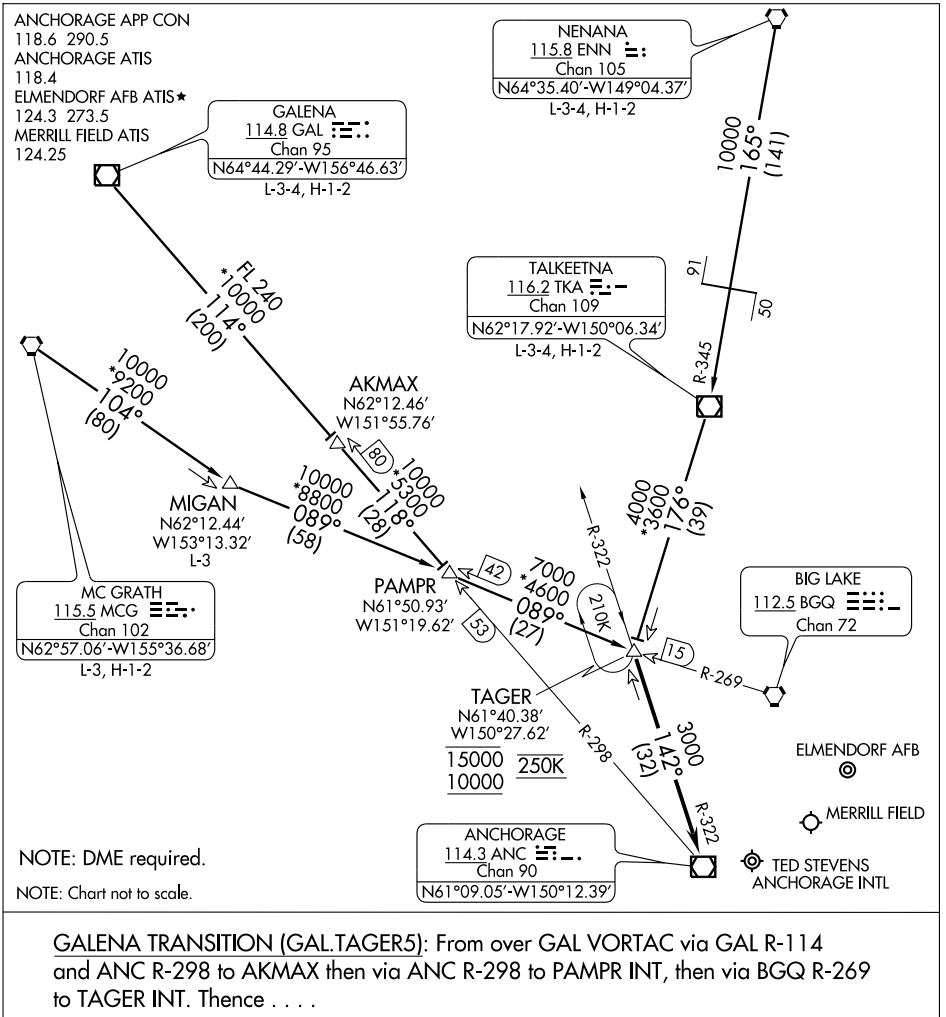
CATEGORY	A	B	C	D
CIRCLING	720-1 583 (600-1)		720-1½ 583 (600-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010

TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-176 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-176 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

TAGER FIVE ARRIVAL

ANCHORAGE, ALASKA

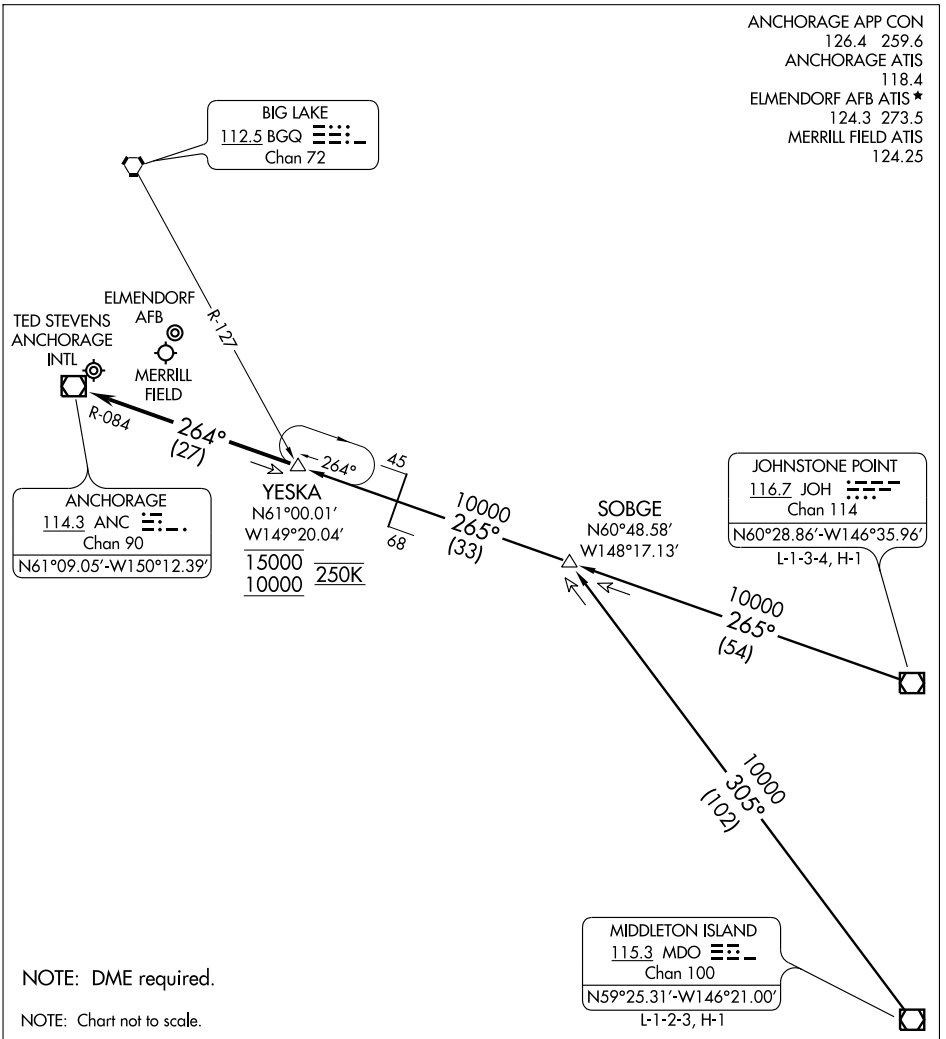
(TAGER.TAGER5) 10154

AK, 23 SEP 2010 to 18 NOV 2010

YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

YESKA THREE ARRIVAL

ANCHORAGE, ALASKA

(YESKA.YESKA3) 09127

ANGOON SEAPLANE (AGN) (PAGN) 1 SE N57°30.21′ W134°35.11′ UTC−9(−8DT) **JUNEAU**

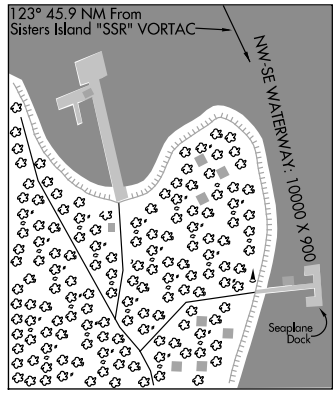
P 00 −100 NW–SE

SEAPLANE REMARKS —Unattended. Dock. Ramp. Exposed rocks at low tide, boats, barrels on float.

WEATHER DATA SOURCES—(ASOS 118.325 907–788–3120) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU) RCO —122.4 (SITKA FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



ANIAK

§ **ANIAK** (ANI) (PANI) 0 S N61°34.90′ W159°32.58′ UTC−9(−8DT) **McGRATH**

P 88 BL5, 6, 8, 9 ① H60(ASP) 10–28 **H–1B, 2J, L–3C**

SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Mon–Sat 1700–0100Z‡. Fuel avbl on CTAF or call 907–675–4624. Arpt CLOSED to acft ops which are required to conduct passenger screening. Arpt CLOSED to passenger acft certified for more than 30 passenger seats. Arpt maint duty hrs 1700–0130Z‡ Mon thru Fri. Personnel and equipment may be working on the rwy at any time. Arpt has designated transient acft parking avbl. Transient acft parking is designated with green cones. ACTIVATE MALSF Rwy 10 and VASI Rwy 28 and HIRL Rwy 10–28—CTAF. ①Rwy 28, TCH 52′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 124.3 907–675–4282) (TWEB ANI 359) (WX CAM).

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS KENAI ENA–NOTAM ANI)

RCO —122.45 **(E)** (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —251.05 118.15

CLNC DEL 118.15

AIRSPACE: CLASS E svc 1500–0859Z‡ other times CLASS G.

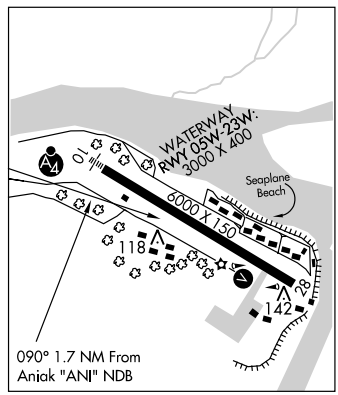
RADIO AIDS TO NAVIGATION

NDB(HW–SAB) 359 ANI N61°35.41′ W159°35.88′

090° 1.7 NM to Fld./18E. **TWEB.** Unusable 040°–090° byd 10 NM, 290°–340° byd 10 NM.

ILS/DME 109.7 I–ANI Chan 34 Rwy 10. Class IA. LOC unusable within 1.7 DME.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Because of natural obstructions AWOS–3 wind may be unrepresentative of rwy wind conditions.



§ **ANIAK SEAPLANE** (ANI) (PANI) 0 S N61°34.90′ W159°32.58′ UTC−9(−8DT) **McGRATH**

70 −30 05W–23W **H–1B, 2J, L–3C**

SERVICE—S1 **FUEL** —(NC–100LL, A) **IAP**

SEAPLANE REMARKS —Attended Mon–Sat 1700–0100Z‡. Operating area in Aniak Slough and river in front of town.

WEATHER DATA SOURCES —(AWOS–3 124.3 907–675–4282) (TWEB ANI 359) (WX CAM).

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS KENAI ENA–NOTAM ANI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

LOC/DME I-ANI	APP CRS	Rwy Idg	6000
109.7	103°	TDZE	88
Chan 34		Apt Elev	88

ILS/DME RWY 10

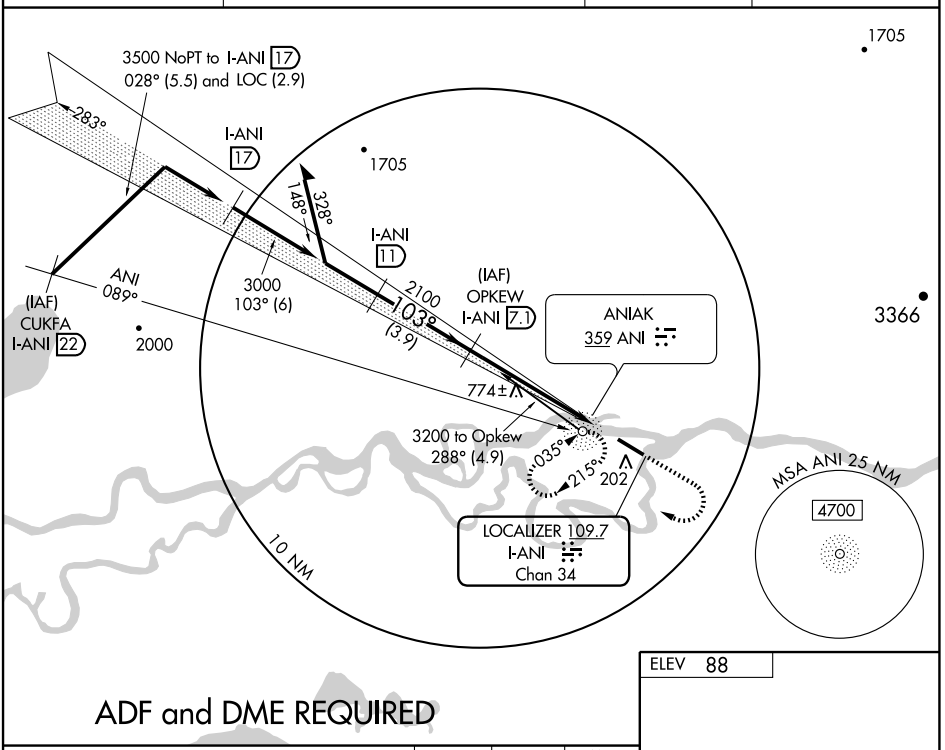
ANIAK (ANI)(PANI)

Circling not authorized north of Runway 10-28.
Circling requires descent on glide slope to MDA.
Localizer unusable from I-ANI 1.7 DME inbound.

MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.

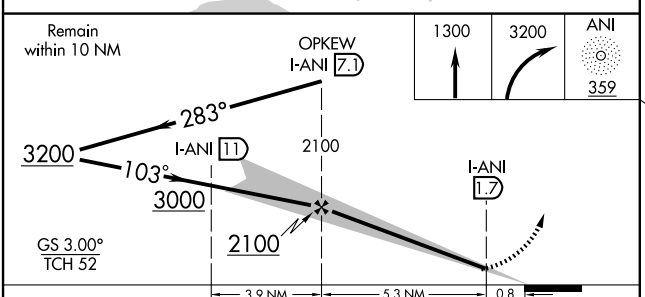
AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 L

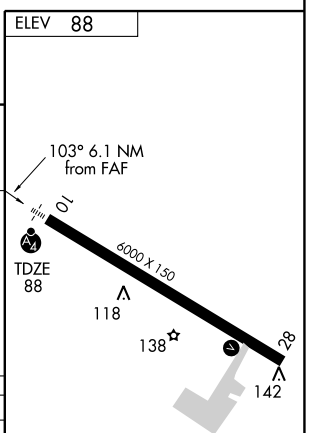


AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

ADF and DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 10	338-¾ 250 (300-¾)			
S-LOC 10	NA			
CIRCLING	580-1 492 (500-1)		580-1½ 492 (500-1½)	640-2 552 (600-2)

HIRL Rwy 10-28 L

LOC/DME	APP CRS	Rwy Idg	6000
I-ANI 109.7 Chan 34	103°	TDZE	88
		Apt Elev	88

AL-1233 (FAA)

LOC/DME RWY 10

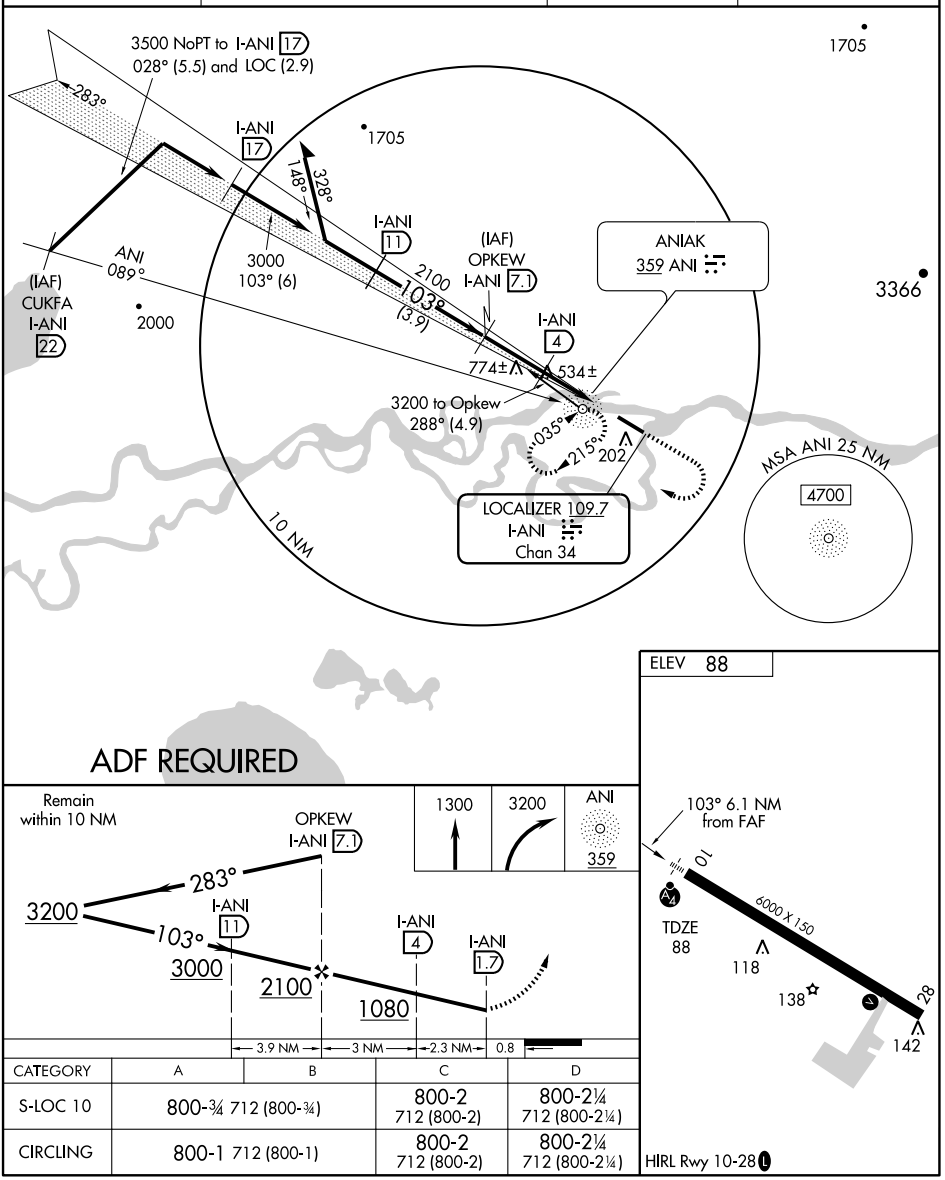
ANIAK (ANI)(PANI)

Circling not authorized north of Runway 10-28.
Localizer unusable from I-ANI 1.7 DME inbound.
Inoperative table does not apply to Cats C and D.

MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 L



CATEGORY	A	B	C	D
S-LOC 10	800-¾ 712 (800-¾)		800-2 712 (800-2)	800-2¼ 712 (800-2¼)
CIRCLING	800-1 712 (800-1)		800-2 712 (800-2)	800-2¼ 712 (800-2¼)

HIRL Rwy 10-28 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

61° 35′ N-159° 33′ W

ANIAK (ANI)(PANI)
LOC/DME RWY 10

NDB ANI	APP CRS	Rwy Idg	6000
359	273°	TDZE	88
		Apt Elev	88

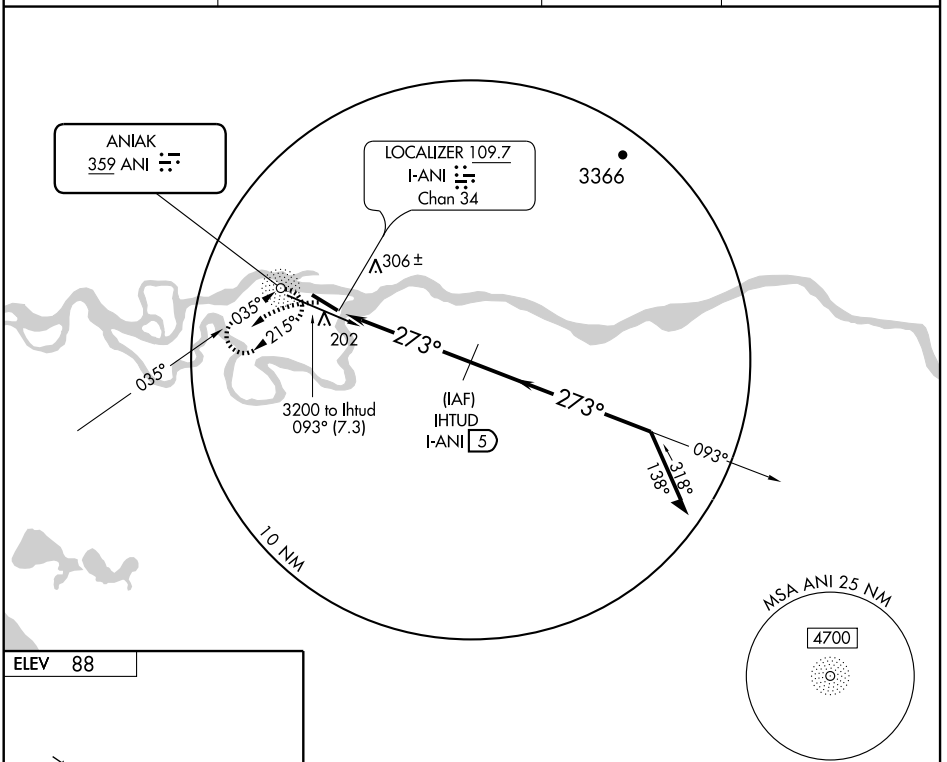
NDB/DME RWY 28

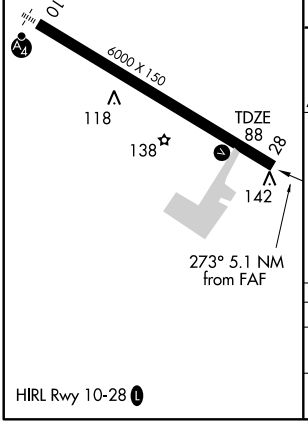
ANIAK (ANI)(PANI)

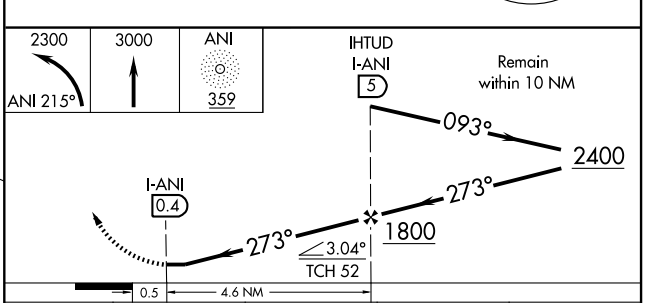
Simultaneous reception of ANI and I-ANI DME required. DME from I-ANI LOC/DME.
Circling not authorized North of Runway 10-28.

MISSED APPROACH: Climbing left turn to 2300 on 215° bearing from ANI then direct ANI NDB climbing to 3000 and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 (L)







CATEGORY	A	B	C	D
S-28	620-1	532 (600-1)	620-1½ 532 (600-1½)	620-1¾ 532 (600-1¾)
CIRCLING	620-1	532 (600-1)	620-1½ 532 (600-1½)	640-2 552 (600-2)

HIRL Rwy 10-28 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AL-1233 (FAA)

RNAV (GPS) RWY 10

ANIAK (ANI)(PANI)

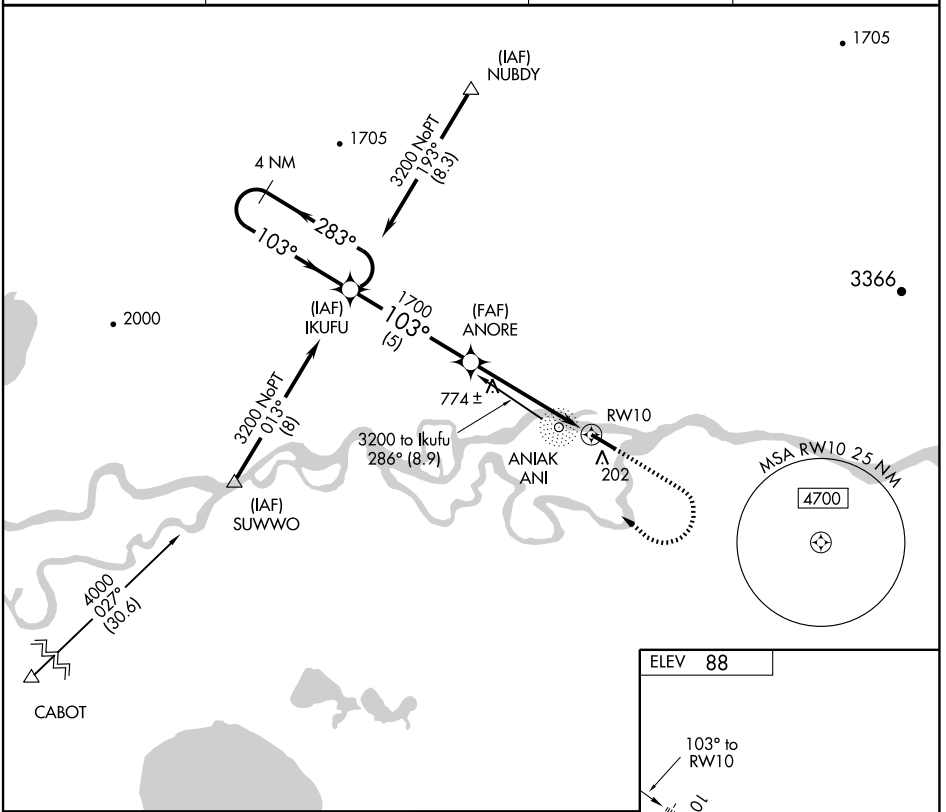
APP CRS	Rwy Idg	6000
103°	TDZE	88
	Apt Elev	88

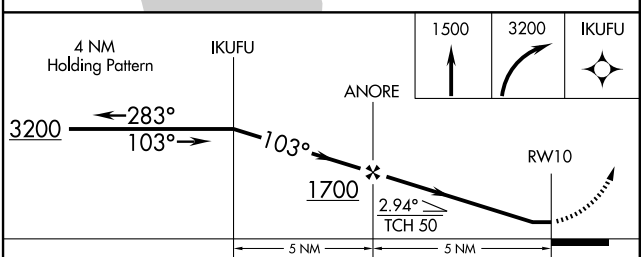
Circling not authorized north of runway 10-28.
GPS or DME RNP- 0.3 required. DME/DME RNP- 0.3 NA.

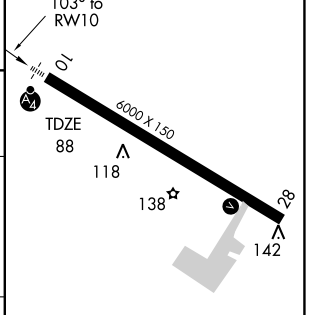
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct IKUFU WP and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 L







CATEGORY	A	B	C	D
LNAV MDA	1080-1¼ 992 (1000-1¼)	1080-1½ 992 (1000-1½)	1080-3 992 (1000-3)	
CIRCLING	1080-1¼ 992 (1000-1¼)	1080-1½ 992 (1000-1½)	1080-3 992 (1000-3)	

HIRL Rwy 10-28 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AL-1233 (FAA)

RNAV (GPS) RWY 28

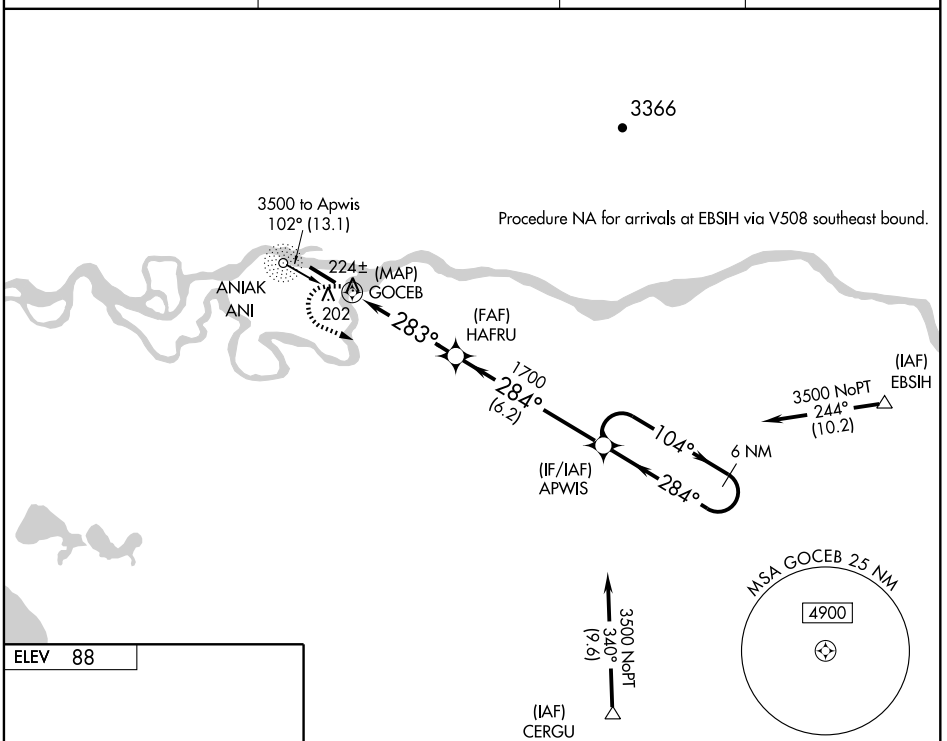
ANIAK (ANI)(PANI)

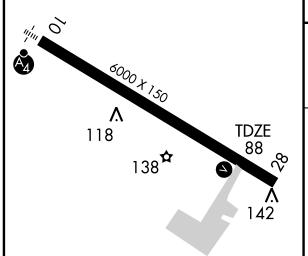
APP CRS	Rwy Idg	6000
283°	TDZE	88
	Apt Elev	88

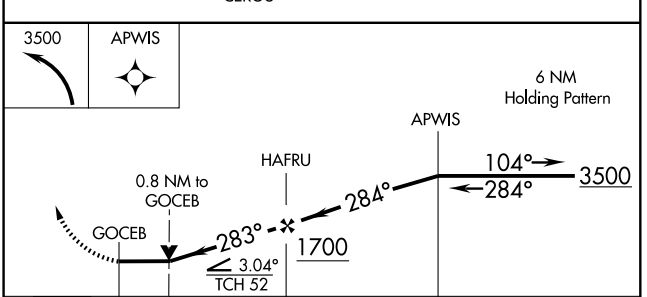
Circling not authorized north of Rwy 10-28. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kalskag altimeter setting and increase all MDA's 60 feet. VDP NA when using Kalskag altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct to APWIS and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 L







CATEGORY	A	B	C	D
LNAV MDA	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	580-1 492 (500-1)		580-1½ 492 (500-1½)	740-2 652 (700-2)

HIRL Rwy 10-28 L

61°35'N-159°33'W

ANIAK (ANI)(PANI)
RNAV (GPS) RWY 28

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

ANVIK

§ **ANVIK** (ANV) (PANV) 1 SE N62°38.84′ W160°11.40′ UTC−9(−8DT) **McGRATH**
P 291 BL4, 10①, 12② 40(GVL) 17–35 **H–1B, 2J, L–3C**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 17 slope 0.4% up S. ACTIVATE MIRL Rwy 17–35—122.7. ①Rwy 35. ②Rwy 17, TCH 25′ GA 3.0; Rwy 35, TCH 25′ GA 3.0°.

WEATHER DATA SOURCES—(AWOS–3 133.55 907–663–6353).

COMMUNICATIONS—(CTAF/UNICOM 122.7) (TIE–IN FSS KENAI ENA–NOTAM ANV)

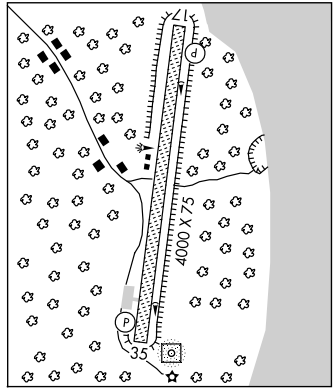
RCO —122.4 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON—335.5 135.7

RADIO AIDS TO NAVIGATION

NDB(HW/DME) 365 ANV Chan 71 N62°38.49′ W160°11.40′ At Fld.358/15E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

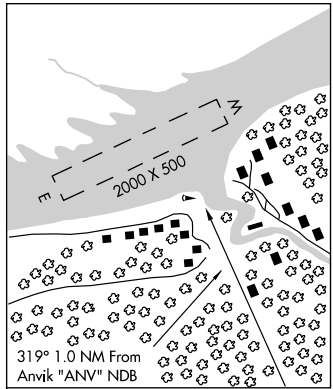


§ **ANVIK SEAPLANE** (K4Ø) 0 NW N62°39.37′ W160°12.33′ UTC–9(–8DT) **McGRATH**
52 −20 E–W

SEAPLANE REMARKS —Unattended. No services or dock. Beaching area on shore near village. Operating area in Anvik River.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM ANV)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



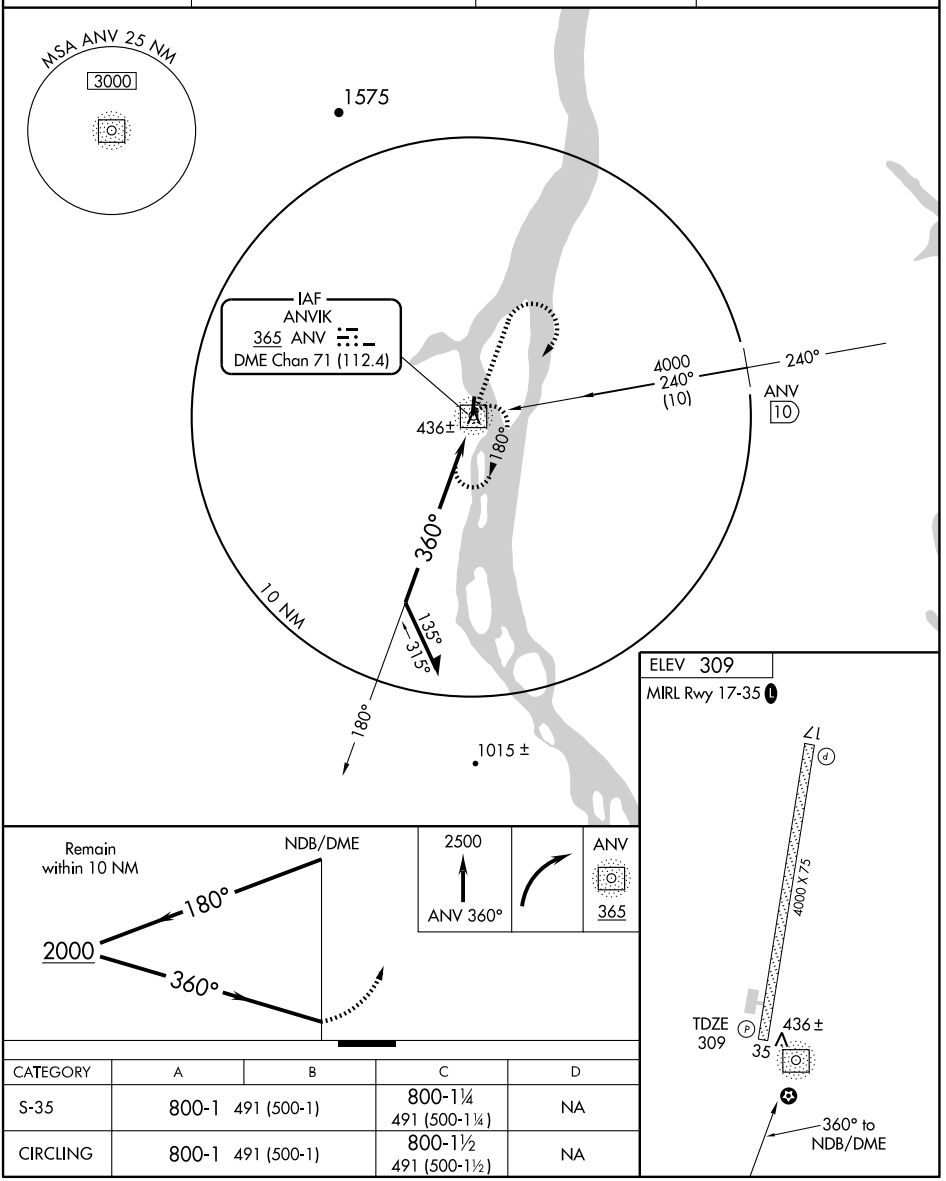
NDB/DME ANV	APP CRS	Rwy Idg	4000
365	360°	TDZE	309
Chan 71 (112.4)		Apt Elev	309

NDB RWY 35

ANVIK (ANV)(PANV)

MISSED APPROACH: Climb to 2500 via 360° bearing from ANV NDB/DME, then turn right direct ANV and hold.

AWOS-3	ANCHORAGE CENTER	KENAI RADIO	UNICOM
133.55	135.7 335.5	122.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-35	800-1 491 (500-1)		800-1¼ 491 (500-1¼)	NA
CIRCLING	800-1 491 (500-1)		800-1½ 491 (500-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
171°	TDZE	288
	Apt Elev	309

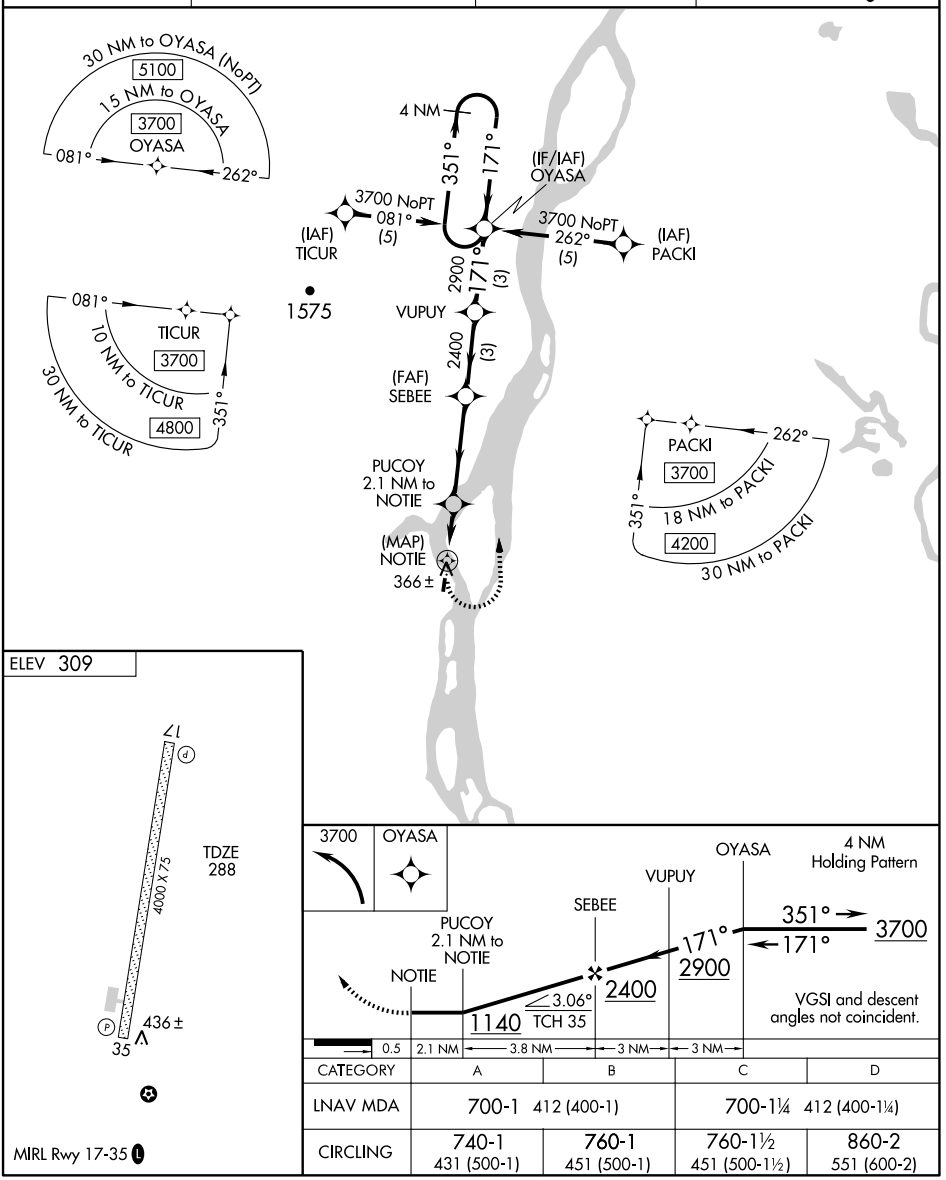
RNAV (GPS) RWY 17

ANVIK (ANV)(PANV)

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climbing left turn to 3700 direct OYASA and hold, continue climb-in-hold to 3700.

AWOS-3	ANCHORAGE CENTER	KENAI RADIO	UNICOM
133.55	135.7 335.5	122.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	700-1 412 (400-1)		700-1¼ 412 (400-1¼)	
CIRCLING	740-1 431 (500-1)	760-1 451 (500-1)	760-1½ 451 (500-1½)	860-2 551 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

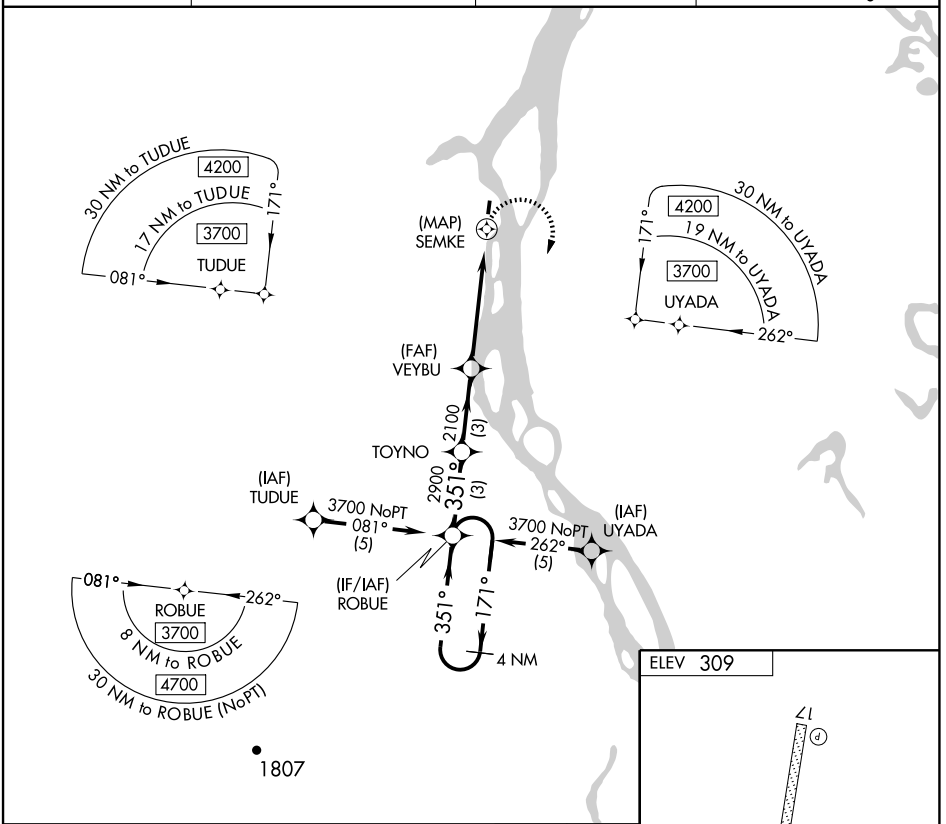
ANVIK (ANV)(PANV)

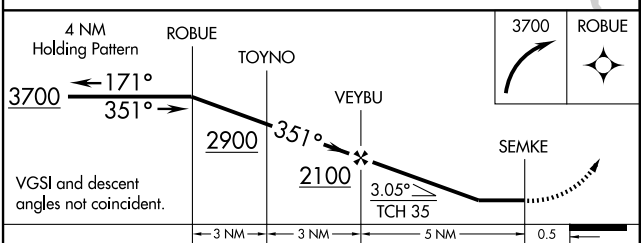
APP CRS	Rwy ldg	4000
351°	TDZE	290
	Apt Elev	309

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile.

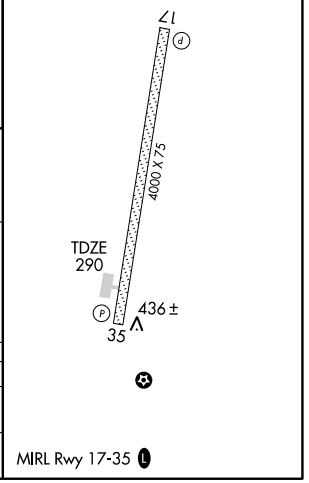
MISSED APPROACH: Climbing right turn to 3700 direct ROBUE and hold, continue climb-in-hold to 3700.

AWOS-3	ANCHORAGE CENTER	KENAI RADIO	UNICOM
133.55	135.7 335.5	122.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 410 (400-1)		700-1¼ 410 (400-1¼)	
CIRCLING	740-1 431 (500-1)	760-1 451 (500-1)	760-1½ 451 (500-1½)	860-2 551 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

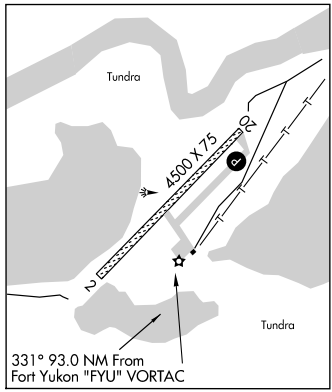
§ **ARCTIC VILLAGE** (ARC) (PARC) 1 SW N68°06.88′ W145°34.76′ UTC−9(−8DT) **POINT BARROW**
P 2092 BL4, 10②, 12① 45(GVL) 02–20 **H–1B, L–4J**
IAP

AIRPORT REMARKS —Unattended. CAUTION: Loose gravel on approach to Rwy 02. Rwy not monitored recommend visual inspection prior to landing. No line of sight between rwy ends. Rwy 02 slope 0.3% up NE. Rwy slopes downhill to Rwy 02 thld at SW end. Rotating beacon OTS indef. ACTIVATE REIL Rwy 20 and PAPI Rwy 20—CTAF. Ldg fee. ① Rwy 20, TCH 27′. GS 3.0°. ②Rwy 20.

WEATHER DATA SOURCES–(AWOS–3 135.75 907–587–5654) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM ARC)
FORT YUKON RCO—122.1 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON—225.4 135.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **ARLINGTON MUNI** WA (AWO) (KAWO) 3 SW N48°09.65′ W122°09.54′ UTC−8(−7DT) **SEATTLE**
P 142 BL4, 5, 10, 12 ① H53(ASP) 16–34 S–114, D–150, 2S–175, 2D–270, 11–29 **H–1D, 1E, L–1E**
S–32, D–34, 2D–59 **IAP**
SERVICE—S4 **FUEL**—(NC–100LL, NC–A+)

AIRPORT REMARKS —Attended 1600Z‡–dusk. 100LL fuel avbl 24 hour credit card svc. Landing fee for acft over 12,500 lbs. Taxiing acft over 30,000 lbs remain clear of west side of arpt, Twy C and ramps on west side of Twy D. Rwy 11 and Rwy 16 rgt tfc. Glider ops at arpt daily. Ultralight ops daily at NW corner of arpt. TPA–1200(1058), TPA for ultralights 537′ MSL, helicopters 637′ MSL. Helicopter training area, autorotations in grass and on south parallel taxiway Rwy 29 and along Twy B. Hovering area near compass rose located area Rwy 29 and Twy E. ACTIVATE MALS Rwy 34—122.7. PAPI Rwy 11, Rwy 16, Rwy 29 and Rwy 34 and REIL Rwy 11, Rwy 16 and Rwy 29 opr 24 hrs. ①Rwy 16, TCH 40′. GS 3.0°. Rwy 34, TCH 46′. GS 3.0°. Rwy 11, TCH 42′ GS 3.5°. Rwy 29, TCH 40′ GS 4.0°.

WEATHER DATA SOURCES —(AWOS–3 135.625 360–435–8045).

COMMUNICATIONS—(CTAF/UNICOM 122.7) (TIE–IN FSS SEATTLE SEA–NOTAM AWO)
Ⓡ **SEATTLE CENTER APP/DEP CON** —306.9 128.5

RADIO AIDS TO NAVIGATION
PAINE (L) VORW/DME 110.6 PAE Chan 43 N47°55.19′ W122°16.67′ 358° 15.2 NM to fld. 670/20E.
WATON NDB(LOM) 382 AW N48°04.57′ W122°09.23′ 338° 5.1 NM to Fld.
ILS 111.5 I–AWO Rwy 34. LOM WATON NDB. Localizer only. Localizer unmonitored continuously.

RADIO/NAV/WEATHER REMARKS —Toll free call to Seattle FSS dial 1–800–WX–BRIEF. UNICOM manned on intermittent schedule.

ASHCROFT BC N50°42.12′ W121°19.22′ **H–1C**
NDB(H) 236 YZA 071° 33.4 NM to Kamloops

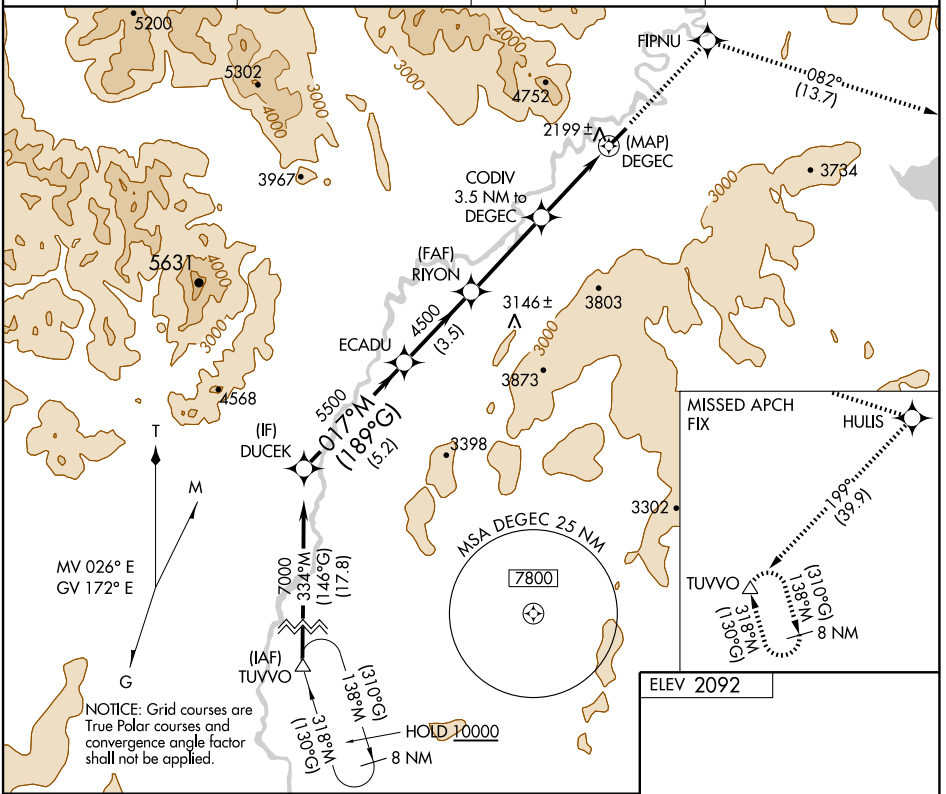
APP CRS	Rwy Idg	4500
017° M	TDZE	2087
(189° G)	Apt Elev	2092

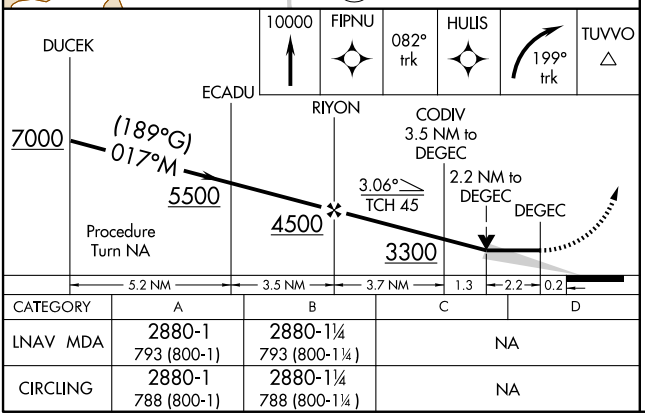
RNAV (GPS) RWY 2
ARCTIC VILLAGE (ARC)(PARC)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

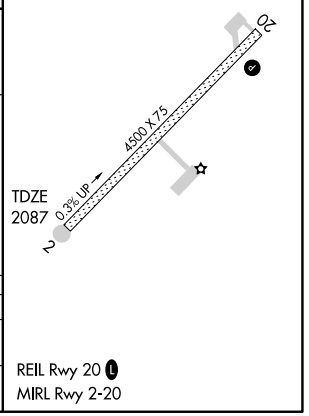
MISSED APPROACH: Climb to 10000 direct FIPNU and via 082° track to HULIS and right turn via 199° track to TUVVO and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.75	135.0 225.4	122.1	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	2880-1 793 (800-1)	2880-1¼ 793 (800-1¼)	NA	
CIRCLING	2880-1 788 (800-1)	2880-1¼ 788 (800-1¼)	NA	



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

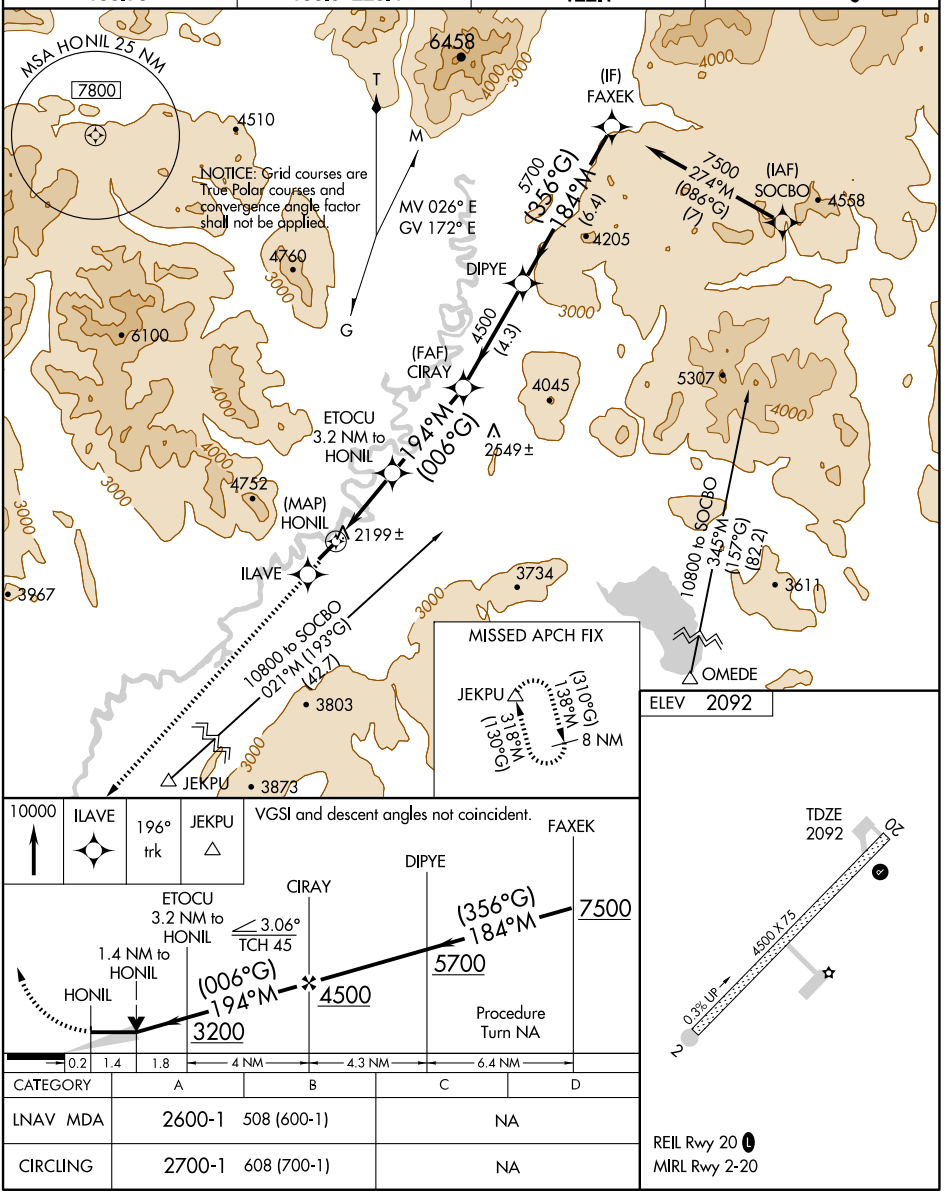
APP CRS	Rwy Idg	4500
194° M (006° G)	TDZE	2092
	Apt Elev	2092

RNAV (GPS) RWY 20
ARCTIC VILLAGE (ARC)(PARC)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 10000 direct ILAVE and via 196° track to JEKPU and hold, continue climb-in-hold to 10000.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.75	135.0 225.4	122.1	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	2600-1 508 (600-1)		NA	
CIRCLING	2700-1 608 (700-1)		NA	

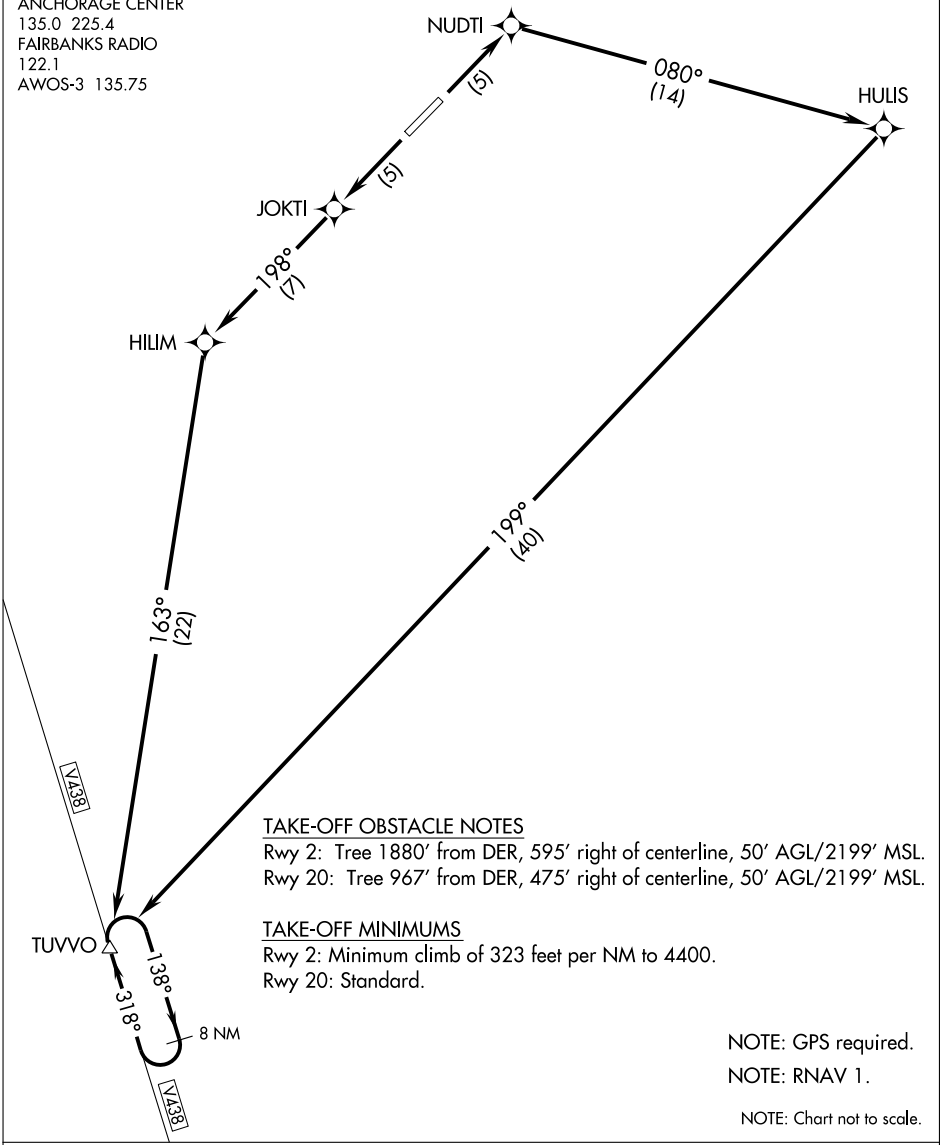
REIL Rwy 20 L
MIRL Rwy 2-20

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

TUVVO ONE DEPARTURE (RNAV) (OBSTACLE)

AK, 23 SEP 2010 to 18 NOV 2010

ANCHORAGE CENTER
135.0 225.4
FAIRBANKS RADIO
122.1
AWOS-3 135.75



TAKE-OFF OBSTACLE NOTES
Rwy 2: Tree 1880′ from DER, 595′ right of centerline, 50′ AGL/2199′ MSL.
Rwy 20: Tree 967′ from DER, 475′ right of centerline, 50′ AGL/2199′ MSL.

TAKE-OFF MINIMUMS
Rwy 2: Minimum climb of 323 feet per NM to 4400.
Rwy 20: Standard.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb to 10000 direct NUDTI, and via 080° track to HULIS, and right turn via 199° track to TUVVO, thence. . . .
TAKE-OFF RUNWAY 20: Climb to 10000 direct JOKTI, then via depicted route to TUVVO, thence. . . .

. . . . climb in holding (if required) at TUVVO before proceeding via assigned route and altitude.

§ **ASTORIA RGNL** OR (AST) (KAST) 3 SW N46°09.48′ W123°52.72′ UTC−8(−7DT) **SEATTLE**
P 15 BL4, 5, 9①, 10②, 12③ H58(ASP) 08–26④ S–60, D–76, 2S–97, 2D–119, 13–31 S60, D–76, 2S–97, 2D–119 **H–1E IAP**
SERVICE—S3 **FUEL** —(NC–100LL, JET A)
RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–5796	TODA–5796	ASDA–5196	LDA–4896
RWY 13:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467
RWY 26:	TORA–5796	TODA–6096	ASDA–5496	LDA–4782
RWY 31:	TORA–4467	TODA–4467	ASDA–4467	LDA–4467

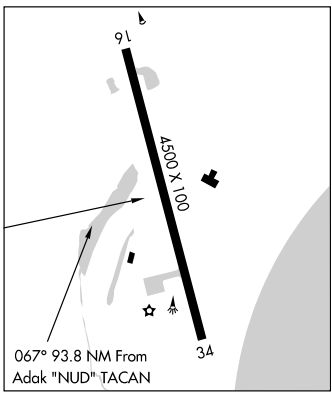
AIRPORT REMARKS —Attended 1600–0100Z‡. Class IV, ARFF Index A. For fuel outside normal working hours ctc fixed-base operator 503–861–1222. Migratory flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area. ACTIVATE MIRL Rwy 08–26 and Rwy 13–31, MALSR Rwy 26 and REIL Rwy 08—CTAF. ①Rwy 08 TCH 51′. GA 3.0° thld dsplcd 301′. Rwy 13 TCH 54′. GS 3.0°. ②Rwy 08, Rwy 13. ③Rwy 31, TCH 45′. GS 4.0°. ④Rwy 26 thld dsplcd 704′.
WEATHER DATA SOURCES—(ASOS 135.375 503–861–1371) (HIWAS AST 114.0)
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM AST)
RCO—122.3 (McMINNVILLE FSS)
SEATTLE CENTER APP/DEP CON—317.6 124.2
RADIO AIDS TO NAVIGATION
(L) VORW/DME 114.0 AST Chan 87 N46°09.70′ W123°52.82′ at fld. 10/19E. **HIWAS.**
VOR portion unusable:

019°–030° beyond 35 NM below 5,500′	030°–045° beyond 30 NM below 5,500′
045°–055° beyond 30 NM below 7,500′	080°–100° beyond 34 NM below 6,000′
120°–150° beyond 33 NM below 7,000′	150°–170° beyond 36 NM below 7,000′
170°–200° beyond 15 NM below 8,000′	180°–210° beyond 10 NM below 3,300′
180°–240° beyond 5 NM below 2,000′	200°–210° beyond 20 NM below 8,000′
201°–240° beyond 30 NM below 6,000′	240°–320° beyond 25 NM below 5,000′
320°–330° beyond 30 NM below 5,500′	330°–360° beyond 20 NM below 5,500′

DME unusable:
075°–088° beyond 35 NM below 7,000′
330°–360° beyond 28 NM below 6,300′
KARPEN NDB(MHW) 201 PEN N46°08.37′ W123°35.24′ 255° 12.2 NM to Fld. Unmonitored.
ILS 109.5 I–AST Rwy 26. Class IE.
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

ATIGUN N68°09.01′ W149°24.39′ **POINT BARROW**
RCO —122.6 (FAIRBANKS FSS) **L–4J**

§ **ATKA** (AKA) (PAAK) 2 N N52°13.24′ W174°12.37′ UTC–10(–9DT) **WESTERN ALEUTIAN IS.**
P 57 *B, L4, 10① H45(ASP–GRVD) 16–34 S–30 **H–2I, L–2H IAP**
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 34 slope 0.3% up N. Flocks of gulls and eagles common along the shoreline of Nazan Bay year-round. Rwy 34 has 200′ plus 150′ gravel paved safety area, Rwy 16 has 150′ paved plus 150′ gravel safety area. For rotating beacon call arpt contractor 907–839–2227. ①Rwy 16. Rwy 34.
WEATHER DATA SOURCES —(AWOS–3 135.55 907–839-2292).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡ –NOTAM AKA OT CTC KENAI ENA)
ANCHORAGE CENTER APP/DEP CON —121.4
GCO —122.15 (KENAI FSS) (NSTD GCO 4 clicks)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

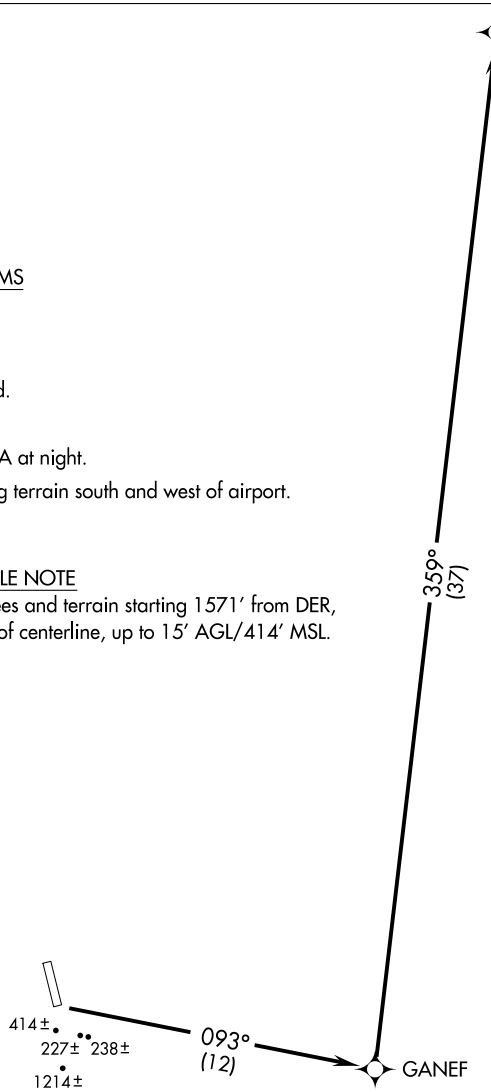


ANCHORAGE CENTER
121.4
COLD BAY RADIO
123.6
CTAF
122.9

TAKE-OFF MINIMUMS
Rwy 34: NA- ATC.
Rwy 16: 500-2.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Procedure NA at night.
NOTE: Rapidly rising terrain south and west of airport.

TAKE-OFF OBSTACLE NOTE
Rwy 16: Multiple trees and terrain starting 1571' from DER, 786' right of centerline, up to 15' AGL/414' MSL.

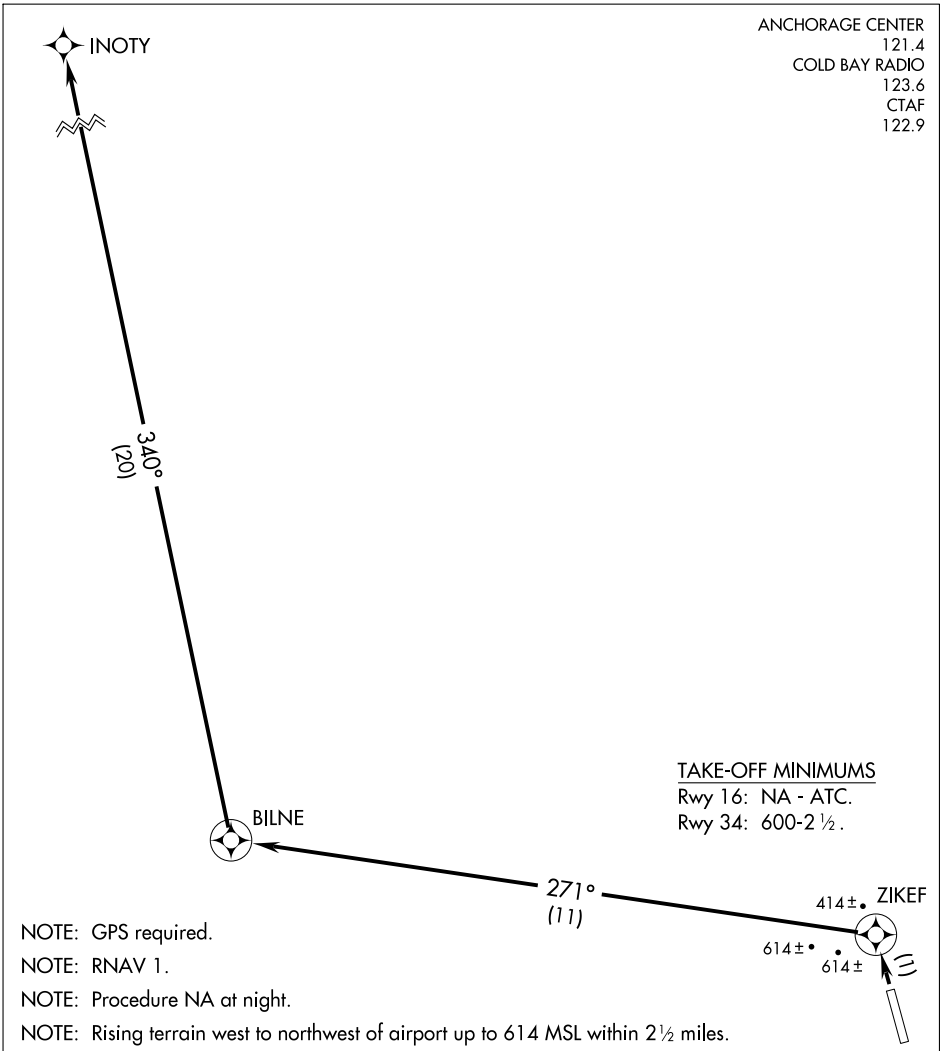


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Immediate climbing left turn to 9000 or as assigned, to intercept course 093° to GANEF, then on track 359° to HIMKI.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

INOTY ONE DEPARTURE (RNAV) (OBSTACLE)



NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Procedure NA at night.

NOTE: Rising terrain west to northwest of airport up to 614 MSL within 2½ miles.

TAKE-OFF OBSTACLE NOTE

Rwy 34: Multiple trees and vehicles starting 10′ from DER, 40′ left of centerline to 1231′ right of centerline, up to 15′ AGL/414′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 6000 or assigned altitude direct ZIKEF, then on track 271° to BILNE, then on track 340° to INOTY before proceeding on course.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS)-A

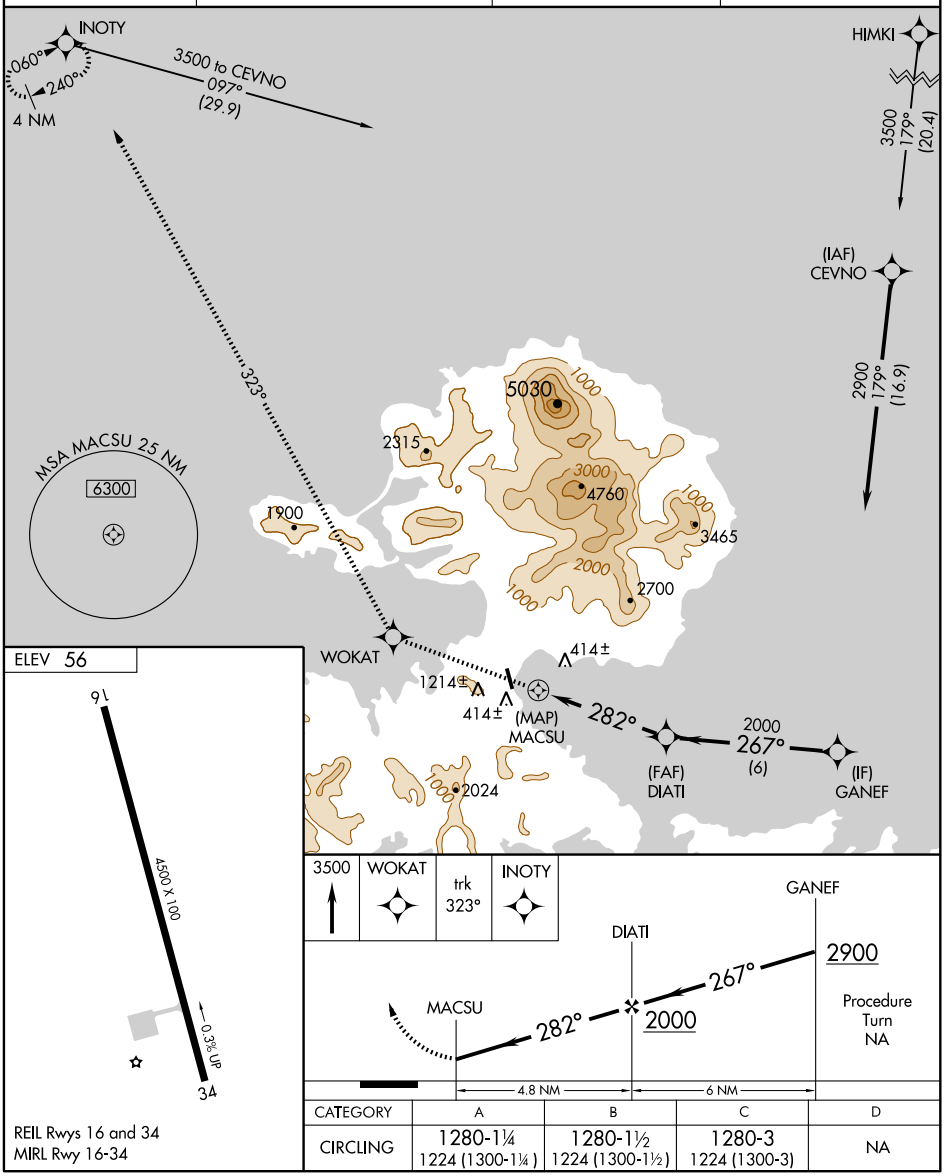
ATKA (AKA)(PAAK)

APP CRS	Rwy Idg	N/A
282°	TDZE	N/A
	Apt Elev	56

Circling NA west of Rwy 16/34.
DME/DME RNP- 0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct WOKAT and via track 323° to INOTY and hold.

AWOS-3	ANCHORAGE CENTER	GCO	CTAF
135.55	121.4	122.15	122.9

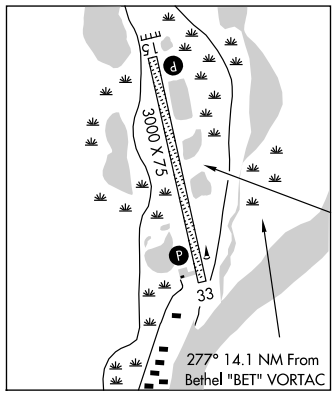


CATEGORY	A	B	C	D
CIRCLING	1280-1¼ 1224 (1300-1¼)	1280-1½ 1224 (1300-1½)	1280-3 1224 (1300-3)	NA

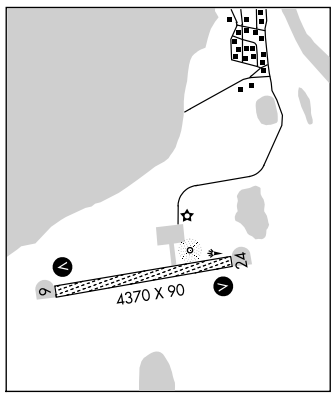
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ATLIN BC (CYSQ) 1 NE N59°34.60′ W133°40.13′ (AOE) UTC−8(−7DT) **JUNEAU**
2348 BL4, 10,12① 39(GVL) 18–36 **L–1B**
FUEL —(NC–100LL, B)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–3950 TODA–4100 ASDA–4100 LDA–3950
RWY 36: TORA–3950 TODA–4150 ASDA–4150 LDA–3950
AIRPORT REMARKS —Gnd rises sharply fr shoulder edge along E side of rwy. JET B ltd quantities phone 250–651–7635. Rwy 36 rgt tfc. Customs prior permission required ctc 888–226–7277. Reil Rwy 36. REIL on high setting only Retro–reflective markers on twy and aprons only. ACTIVATE MIRL Rwy 18–36—123.2.① PAPI Rwy 36.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYSQ)
RCO—126.7 (WHITEHORSE FSS)
RADIO AIDS TO NAVIGATION
NDB(HW) 260 YSQ N59°37.56′ W133°40.62′ 150° 3.0 NM to Fld./25E.
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF or 867–667–8427.

§ **ATMAUTLUAK** (4A2) 0 NE N60°52.00′ W162°16.39′ UTC−9(−8DT) **BETHEL**
P 17 BL4, 10, 12① 30(GVL) 15–33 **L–3C**
AIRPORT REMARKS —Unattended. Rwy width varies. Rwy condition not monitored, recommend visual inspection prior to using. First 650′ of Rwy 33 rough with dips. ACTIVATE MIRL Rwy 15–33 and PAPI and REIL Rwy 15 and Rwy 33—CTAF. ①Rwy 15 TCH 25′ GS 3.0°. Rwy 33 TCH 24′ GS 3.0°.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **ATQASUK EDWARD BURNELL SR MEM** (ATK) (PATQ) 1 S N70°28.04′ W157°26.15′ UTC−9(−8DT) **CAPE LISBURNE**
96 BL4, 9①, 10② 44(GVL) 06–24 **H–1A, L–4I**
IAP
AIRPORT REMARKS —Unattended. Abandoned rwy N side of community visible. Several 6″ deep ruts 1800′ from Rwy 24 thld. Rwy condition not monitored recommend visual inspection prior to using. Rwy sfc 90′–110′ btw edge lgts. ACTIVATE MIRL Rwy 06–24, VASI and REIL Rwy 06 and Rwy 24.—CTAF. ①Rwy 06 TCH 30′ GS 3.0°. Rwy 24 TCH 30′ GS 3.0°.② Rwys 06 and 24.
WEATHER DATA SOURCES—(ASOS 119.925 907–633–2012) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM ATK)
BARROW RADIO—122.2 (BARROW FSS)
ANCHORAGE CENTER APP/DEP CON—239.25 135.3
RADIO AIDS TO NAVIGATION
NDB (HW) 350 ATK N70°28.14′ W157°25.65′ at Fld./20E.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS dial 1–800–779–7709.



ATTU N52°49.74′ E173°10.82′ **WESTERN ALEUTIAN IS.**
NDB(MH) 375 ATU At Casco Cove CGS. 40/3E. **L–2H**

NDB ATK 350	APP CRS 056°M (233°G)	Rwy Idg 4370 TDZE 96 Apt Elev 96

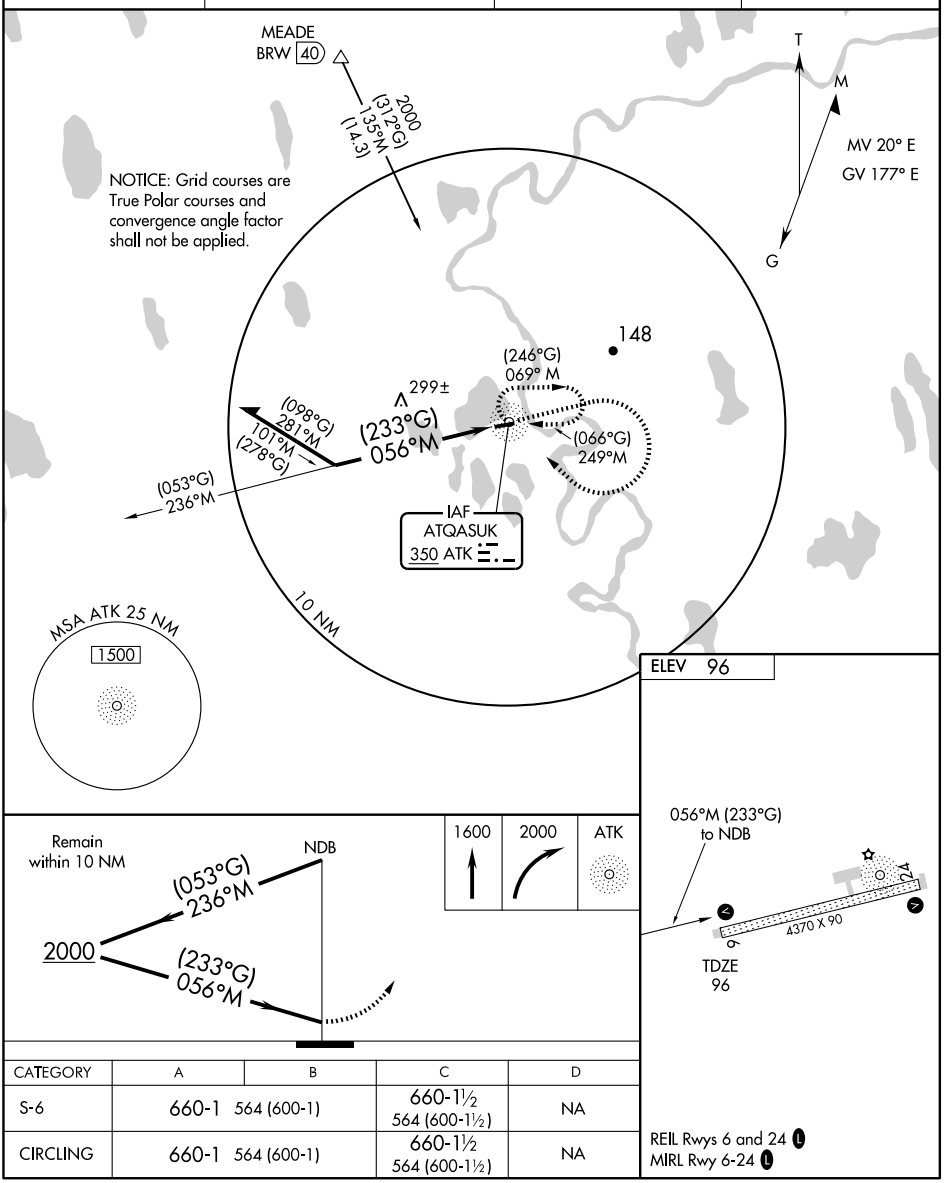
NDB RWY 6

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

When local altimeter setting not received, use Barrow altimeter setting and increase all MDA 140 feet and all Cat C visibilities ½ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct ATK NDB and hold.

ASOS	ANCHORAGE CENTER	BARROW RADIO	CTAF
119.925	135.3 239.25	122.2	122.9 L



CATEGORY	A	B	C	D
S-6	660-1	564 (600-1)	660-1½ 564 (600-1½)	NA
CIRCLING	660-1	564 (600-1)	660-1½ 564 (600-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

NDB ATK 350	APP CRS 249°M (066°G)	Rwy Idg 4370 TDZE 96 Apt Elev 96

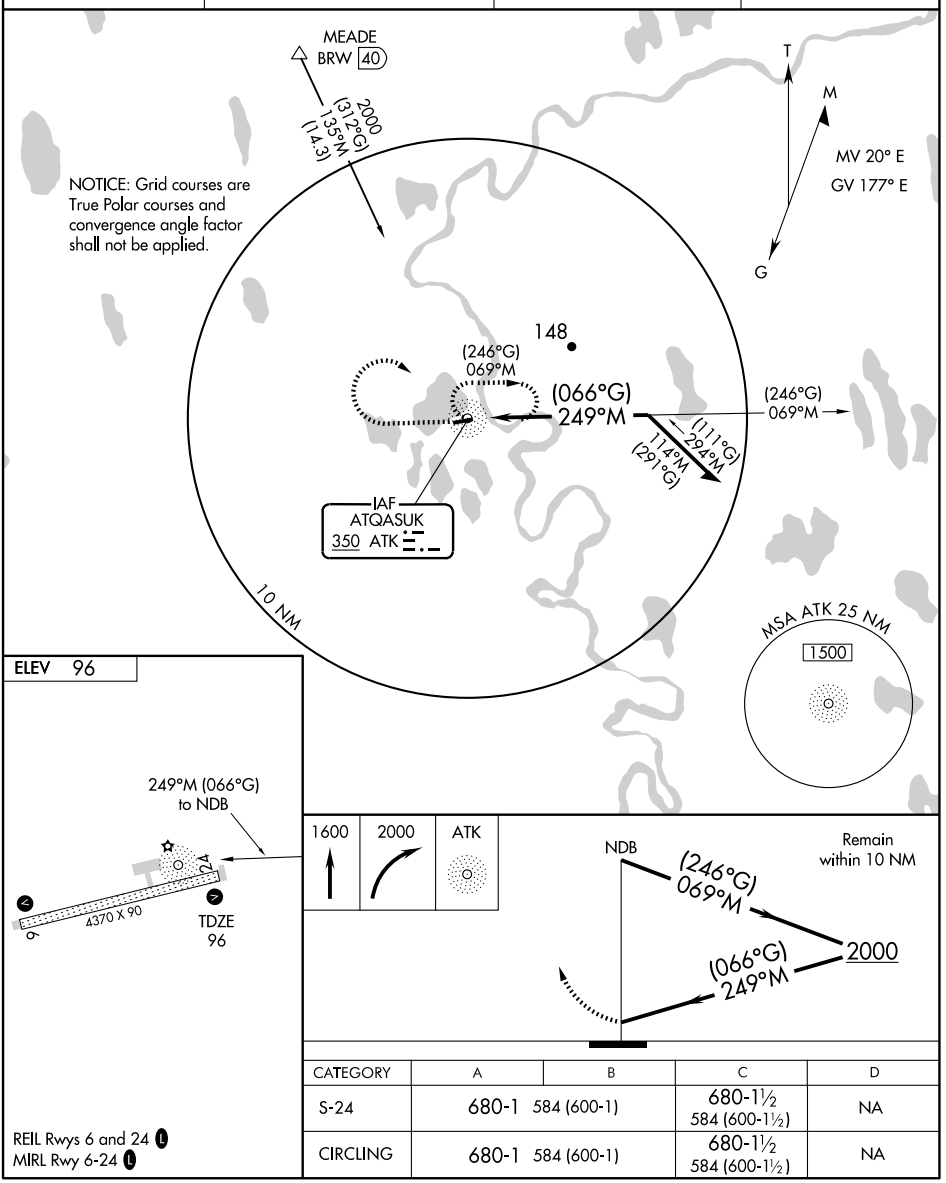
NDB RWY 24

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

When local altimeter setting not received, use Barrow altimeter setting and increase all MDA 140 feet and all Cat C visibilities ½ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct ATK NDB and hold.

ASOS	ANCHORAGE CENTER	BARROW RADIO	CTAF
119.925	135.3 239.25	122.2	122.9 L



CATEGORY	A	B	C	D
S-24	680-1	584 (600-1)	680-1½ 584 (600-1½)	NA
CIRCLING	680-1	584 (600-1)	680-1½ 584 (600-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4370
061° M	TDZE	96
(238° G)	Apt Elev	96

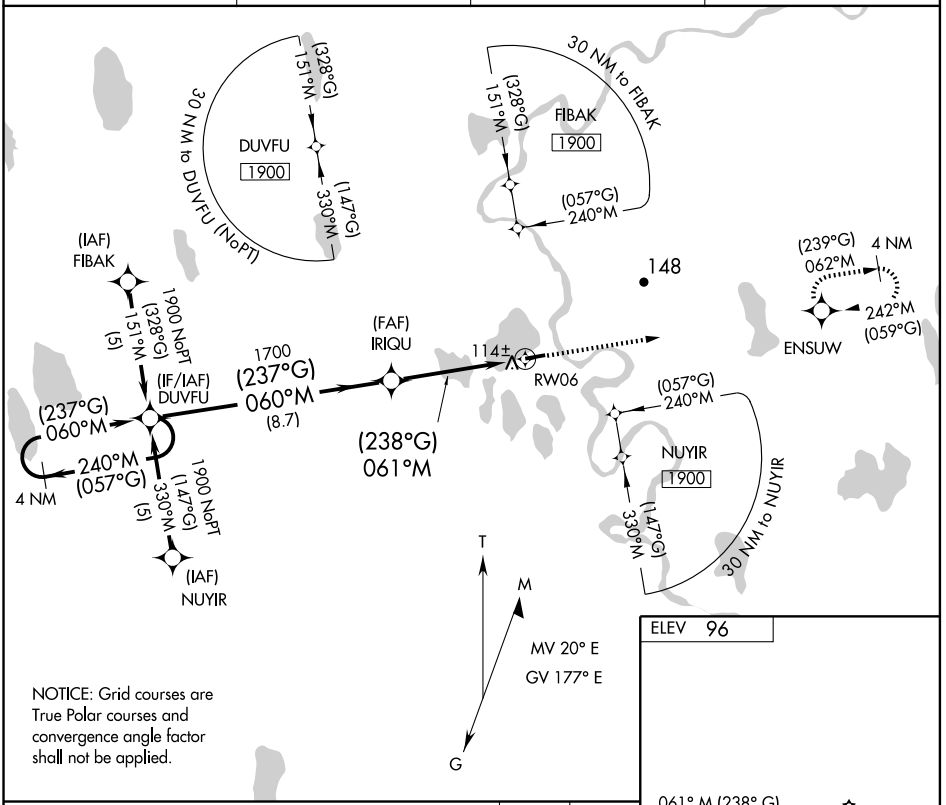
RNAV (GPS) RWY 6

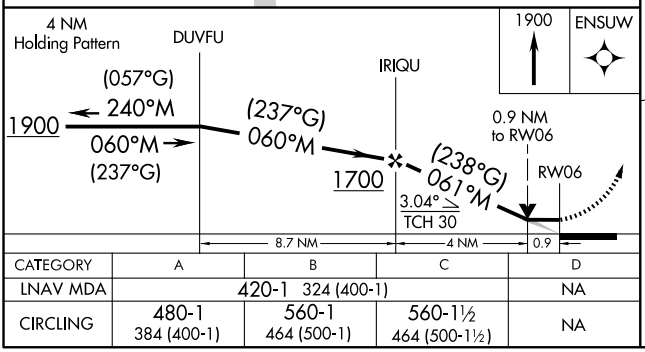
ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

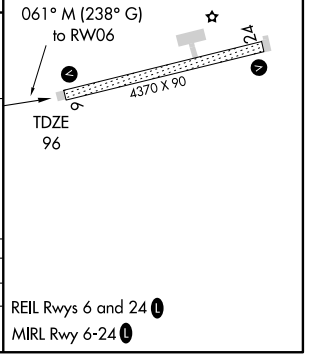
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
VDP NA when using Barrow altimeter setting

MISSED APPROACH: Climb to 1900 direct ENSUW and hold.

ASOS	ANCHORAGE CENTER	BARROW RADIO	CTAF
119.925	135.3 239.25	122.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	420-1 324 (400-1)			NA
CIRCLING	480-1 384 (400-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4370
241°M	TDZE	96
(058°G)	Apt Elev	96

RNAV (GPS) RWY 24

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
VDP NA when using Barrow altimeter setting

MISSED APPROACH: Climb to 1900 direct DUVFU and hold.

ASOS	ANCHORAGE CENTER	BARROW RADIO	CTAF
119.925	135.3 239.25	122.2	122.9 L

AK, 23 SEP 2010 to 18 NOV 2010

T
M
MV 20° E
GV 177° E
G

30 NM to AXUNE
(329°G) 152°M
AXUNE 1800
(239°G) 062°M

30 NM to ENSUW (NoPT)
(329°G) 152°M
ENSUW 1800
(149°G) 332°M

1800 NoPT
152°M (329°G)
(5)
(IAF) AXUNE

(239°G) 062°M (059°G) 242°M
4 NM

148
(FAF) AVELY
126±
1700
(059°G) 242°M
(6)
241°M (058°G)
RW24
(IF/IAF) ENSUW

(237°G) 060°M DUVFU
240°M (057°G)
4 NM

1800 NoPT
332°M (149°G)
(5)
(IAF) UVARE

(239°G) 062°M
UVARE 1800
30 NM to UVARE
(149°G) 332°M

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

ELEV 96

241°M (058°G) to RW24
4370 X 90
TDZE 96

1900
DUVFU
AVELY
ENSUW
4 NM Holding Pattern
1 NM to RW24
RW24
(058°G) 241°M
3.04°
TCH 30
(059°G) 242°M
1700
(239°G) 062°M
242°M (059°G)
1800
1 NM
3.9 NM
6 NM

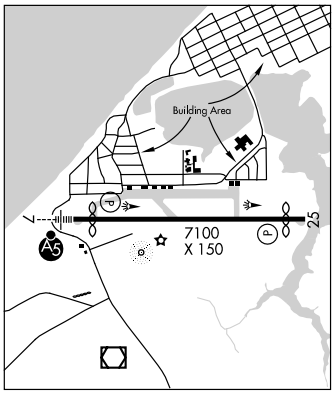
CATEGORY	A	B	C	D
LNAV MDA	440-1 344 (400-1)			NA
CIRCLING	480-1 384 (400-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

BARROW

§ **WILEY POST/WILL ROGERS MEM** (BRW) (PABR) 0 SE N71°17.09′ W156°46.12′ UTC−9(−8DT) **POINT BARROW**
P 52 BL5, *6, 10 ②, 12① H71(ASP) 07–25 ③ S–75, D–160, 2D–300 **H–1A, L–4I**
SERVICE—S2 **FUEL** —(NC–100LL, A1) **IAP**

AIRPORT REMARKS —Attended 1500–0530Z‡. OT on request call 907–852–6199. Class I, ARFF Index B. Migratory waterfowl in vicinity of arpt during Spring thru Fall. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to Airport Manager P. O. Box 367 Barrow, Alaska 99723. New rwy under construction 25 ft south of Rwy 07–25. Rwy 07–25 is 5′ to 8′ higher in elev. Recommend larger acft use elephant ear to turn around. Snow/ice removal, hazardous conditions reporting performed and valid during duty hrs only 1500–0530Z‡ daily. Rwy 07 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 07 RVR touchdown avbl. Rwy 25 REIL OTS indef. HIRL Rwy 07–25 preset low intst, for higher intensity ctc Barrow FSS 1500–0700Z‡ other hrs ACTIVATE—CTAF. ACTIVATE MALSR Rwy 07—CTAF. PAPI Rwy 07 and 25, operate 24 hours, REIL Rwy 25 unavbl low intst. ①Rwy 07, TCH 51′. GS 3.0°. Rwy 25, TCH 50′. GS 3.0°. ②Rwy 25. Rwy 25 thld dsplcd 600′. Rwy 07 thld dsplcd 600′.

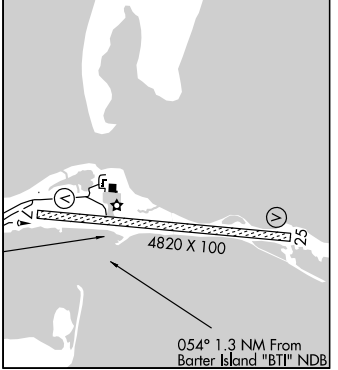


WEATHER DATA SOURCES—(ASOS 132.15 907–852–3112).
COMMUNICATIONS—(CTAF 123.6) (ATIS 132.15) **(TIE–IN FSS BARROW BRW 1500–0700Z‡–NOTAM BRW OTHER HOURS CTC FAIRBANKS FAI)**
BARROW RADIO —122.2 (122.6 Used for high alt tfc only) 123.6 **(V)** LC 852–2511. WSO telephone 907–852–6484. (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON—239.25 135.3
RADIO AIDS TO NAVIGATION
BARROW (H)VORWDME 116.2 BRW Chan 109 N71°16.41′ W156°47.29′ At Fld.60/19E.
BROWERVILLE NDB(HW) 281 VIR N71°16.94′ W156°46.88′ At Fld.43/19E.
VHF/DF—contact BARROW FSS.
ILS/DME 110.5 I–BRW Chan 42 Rwy 07. Class IE. LOC BC unusable 1 DME inbound.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. ATIS broadcast over BRW ASOS during BRW FSS working hours on freq 132.15 or call 907–852–3112.

BARROW FSS —123.6 (122.6 Used for high alt traffic only) 122.2

BARROW N71°16.41′ W156°47.29′ **POINT BARROW**
(H)VORWDME BRW 116.2 Chan 109 At Wiley Post/Will Rogers Mem.60/19E. **H–1A, L–4I**

BARTER ISLAND LRRS (BTI) (PABA) 1 NNE N70°08.04′ W143°34.91′ UTC−9(−8DT) **POINT BARROW**
2 BL4, 9 ①, 10 48(GVL) 07–25 **H–1A, L–4J**
AIRPORT REMARKS —Attended 1500–0900Z‡. Be Alert: Migratory waterfowl, gulls and polar bears in vicinity of arpt during Spring thru Fall. Whale carcasses 1,500′ ENE of Rwy 25 thld attract gulls and polar bears. Rwy not monitored,recommend visual inspection prior to landing. Rwy 07–25 sea water floods rwy during strong west winds. Overrun areas restricted to emergency ops only. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25—122.8. VASI Rwy 07 and Rwy 25 opr 24 hours. ①Rwy 07, TCH 38′. GS 3.0°. Rwy 25, TCH 30′. GS 3.0°. **IAP**



WEATHER DATA SOURCES—(AWOS–3 120.0 907–640–2124)
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡–NOTAM BTI OT CTC FAIRBANKS FAI)
RADIO —126.2
RCO —122.0 (DEADHORSE FSS)
ANCHORAGE CENTER APP/DEP CON—120.6
RADIO AIDS TO NAVIGATION
NDB(HW) 308 BTI N70°07.84′ W143°38.63′ 054° 1.3 NM to Fld./27E. SHUTDOWN.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Barrow FSS call 1–800–779–7709.

LOC/DME I-BRW	APP CRS	Rwy Idg 6500
110.5	071° M	TDZE 52
Chan 42	(247°G)	Apt Elev 52

ILS or LOC/DME RWY 7

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

T A For inoperative MALSR, increase S-ILS 7 all Cats visibility to RVR 4000 and S-LOC 7 Cats A and B visibility to RVR 5500 and Cats C and D visibility to RVR 4500. When local altimeter setting not received, use Atqasuk altimeter setting: increase DA to 376 feet and all visibilities ⅛ mile; increase all MDA 140 feet and S-LOC 7 Cats C and D visibility ⅜ mile, circling Cats C and D visibility ¼ mile. For inoperative MALSR when using Atqasuk altimeter setting, increase S-ILS 7 all Cats visibility to RVR 5000, S-LOC 7 Cats A and B visibility to RVR 5500 and Cats C and D visibility to RVR 6000. VDP NA when using Atqasuk altimeter setting. Circling NA for Cat A north of Rwy 7-25. *RVR 1800 authorized with use of HUD or AP to DA. RVR 1800 NA when using Atqasuk altimeter setting.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRW VOR/DME.

ATIS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L

NOTICE: Grid courses are true Polar courses and convergence angle factor shall not be applied.

T M
MV 19°E
GV 176°E
G

2000 from VIR NDB to WANJO 253°M (069°G) (5.2)

LOCALIZER 110.5 I-BRW Chan 42

80± 122 158

(067°G) 251°M

071°M (247°G)

(202°G) 026°M 206°M (022°G)

(IAF) WANJO I-BRW 6

2000 259°M (075°G) (5.1)

425

BROWERVILLE 281 VIR

BARROW 116.2 BRW Chan 109

MSA BRW 25 NM
1400

10 NM

DME REQUIRED

ELEV 52

VGSI and ILS glidepath not coincident.

WANJO I-BRW 6

Remain within 10 NM

(067°G) 251°M

1700

071°M (247°G)

1700

GS 3.00°
TCH 57

1000	2000	BRW
↑	⌒	⌂

**I-BRW 1.9

**LOC only

I-BRW 1.1

4.1 NM 0.8 NM

071°M (247°G) 4.9 NM from FAF

110±

82 103 99

99 84

7100 X 150

TDZE 52

25

CATEGORY	A	B	C	D
S-ILS 7	*252/26 200 (200-⅝)			
S-LOC 7	340/40 288 (300-¾)		340/30 288 (300-⅝)	
CIRCLING	420-1 368 (400-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-BRW	APP CRS	Rwy Idg	6500
110.5	251°M	TDZE	48
Chan 42	(067°G)	Apt Elev	52

LOC/DME BC RWY 25

BARROW/WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and circling Cat C and D visiibility ¼ mile. Circling NA for Cat A north of Rwy 7-25.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME.

ATIS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L

NOTICE: Grid course are true polar courses and convergence angle factor shall not be applied.

MV 19°E
GV 176°E

LOCALIZER 110.5
I-BRW
Chan 42

BROWERVILLE
281 VIR

BARROW
116.2 BRW
Chan 109

VALSY I-BRW 1
SEKTY I-BRW 3.3
(IAF) JISTU I-BRW 4.8
(IF) AGXAN I-BRW 15 BRW 16

1700
251°M
(067°G)
(10.1)

(247°G)
071°M

(067°G)
251°M

(112°G)
296°M
(292°G)
116°M

LR-076

2000 to JISTU
064°M
(240°G)
(5.9)

2000 to JISTU
069°M
(245°G)
(5.7)

R-088

2000 BRW 16 Arc

(IAF) SEJYY BRW 16

(IAF) EBURG BRW 16

R-223

10 NM

R-189

R-135

2000 BRW 16 Arc

(IAF) OWACU BRW 16

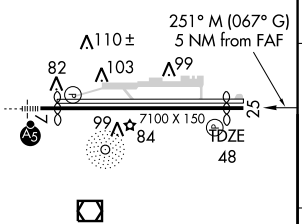
(IAF) LEDHO BRW 16

2000 BRW 16 Arc

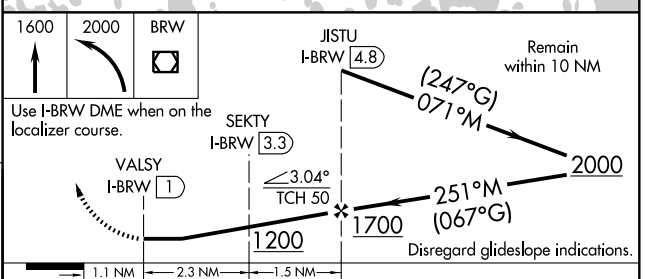
MSA BRW 25 NM
1400

BACK COURSE

ELEV 52



REIL Rwy 25
HIRL Rwy 7-25 L



CATEGORY	A	B	C	D
S-25	320-1½ 272 (300-1½)			
CIRCLING	420-1½ 368 (400-1½)	520-1½ 468 (500-1½)		620-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 86915	071°M	TDZE	52
W07A	(247°G)	Apt Elev	52

RNAV (GPS) RWY 7

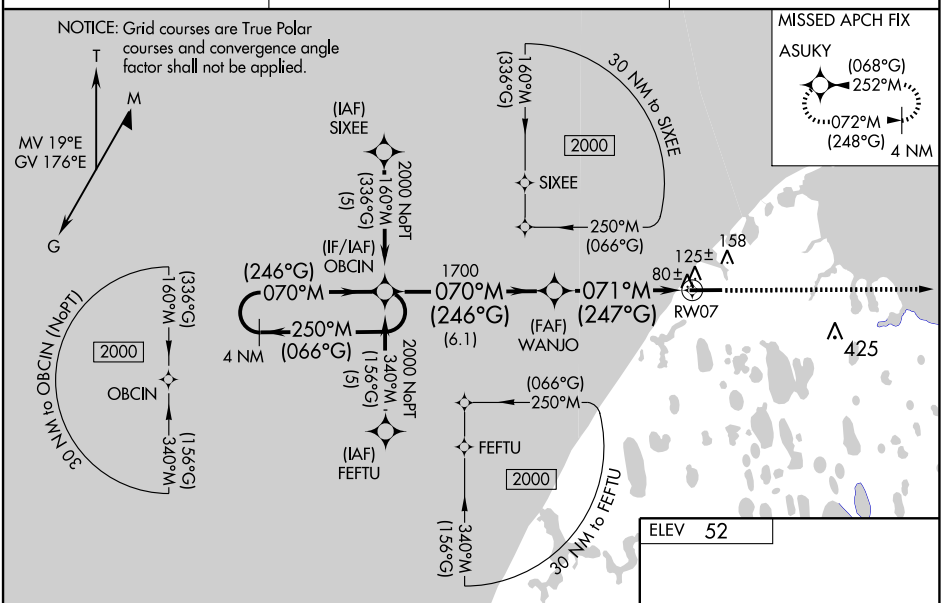
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

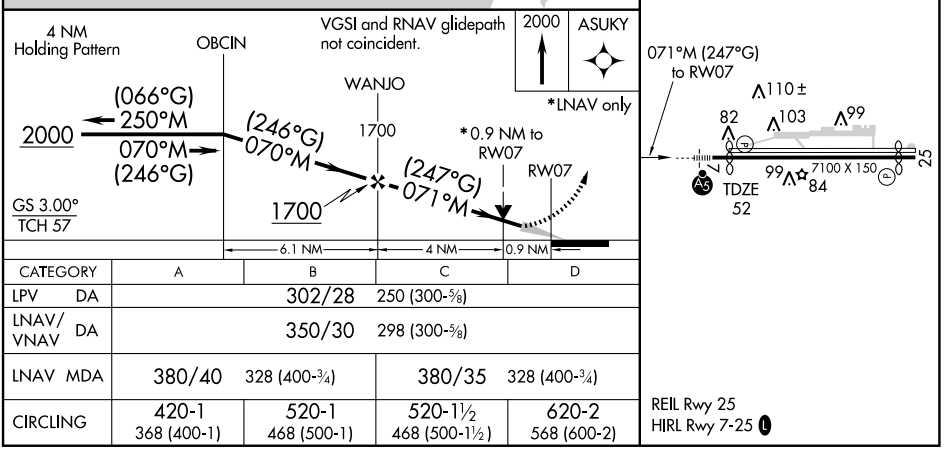
DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, LNAV Cats A and B visibility to RVR 5500 and Cats C and D visibility to RVR 5000. When local altimeter setting not received, use Atqasuk altimeter setting: increase LPV DA to 426 feet and all visibilities ¼ mile; increase LNAV/VNAV DA to 474 feet and all visibilities ⅜ mile; increase all MDA 140 feet and LNAV visibility Cats C and D ½ mile, Circling visibility Cats C and D 1¼ mile. For inoperative MALSR when using Atqasuk altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cats C and D visibility to 1⅜ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). VDP and Baro-VNAV NA when using Atqasuk altimeter setting. Circling NA for Cat A north of Rwy 7-25.

MALSR

MISSED APPROACH: Climb to 2000 direct ASUKY and hold.

ATIS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	302/28		250 (300-⅝)	
LNAV/ VNAV DA	350/30		298 (300-⅝)	
LNAV MDA	380/40	328 (400-¾)	380/35	328 (400-¾)
CIRCLING	420-1 368 (400-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6500
251°M (067°G)	TDZE	48
	Apt Elev	52

RNAV (GPS) RWY 25

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA140 feet and LNAV and Circling Cat C and D visibility ½ mile. Circling NA for Cat A north of Rwy 7-25. VDP NA with Atqasuk altimeter setting.

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

ATIS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

MV 19°E
GV 176°E

30 NM to URUQU
162°M (338°G)
2000
URUQU
072°M (248°G)

(IAF) URUQU
2000 NoPT
162°M (338°G) (5)

SEKTY 3.4 NM to RW25
(FAF) JISTU
(IF/IAF) ASUKY
1700
252°M (068°G)
(6.1)
425
251°M (067°G)
158
122
RW25
89±

(068°G) 252°M
072°M (248°G) 4 NM

30 NM to ASUKY (NoPT)
162°M (338°G)
ASUKY
2000
342°M (158°G)

2000 NoPT
342°M (158°G) (5)
(IAF) KOZAK

MISSED APCH FIX
OBCIN
(246°G) 070°M
250°M (066°G)
4 NM

(248°G) 072°M
KOZAK
2000
30 NM to KOZAK
342°M (158°G)

ELEV 52

110±
82
103
99
TDZE 48
25
99
84
7100 X 150
251°M (067°G) to RW25

2000
OBCIN
SEKTY 3.4 NM to RW25
JISTU
ASUKY
4 NM Holding Pattern
3.04°
TCH 50
0.8 NM to RW25
RW25
(248°G) 072°M
2000
(068°G) 252°M
252°M (068°G)
(067°G) 251°M
1700
1200
0.8
2.6 NM
1.5 NM
6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	360/50 312 (400-1)			
CIRCLING	420-1 368 (400-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME BRW	APP CRS	Rwy Idg 6500
116.2	224° M	TDZE 48
Chan 109	(040° G)	Apt Elev 52

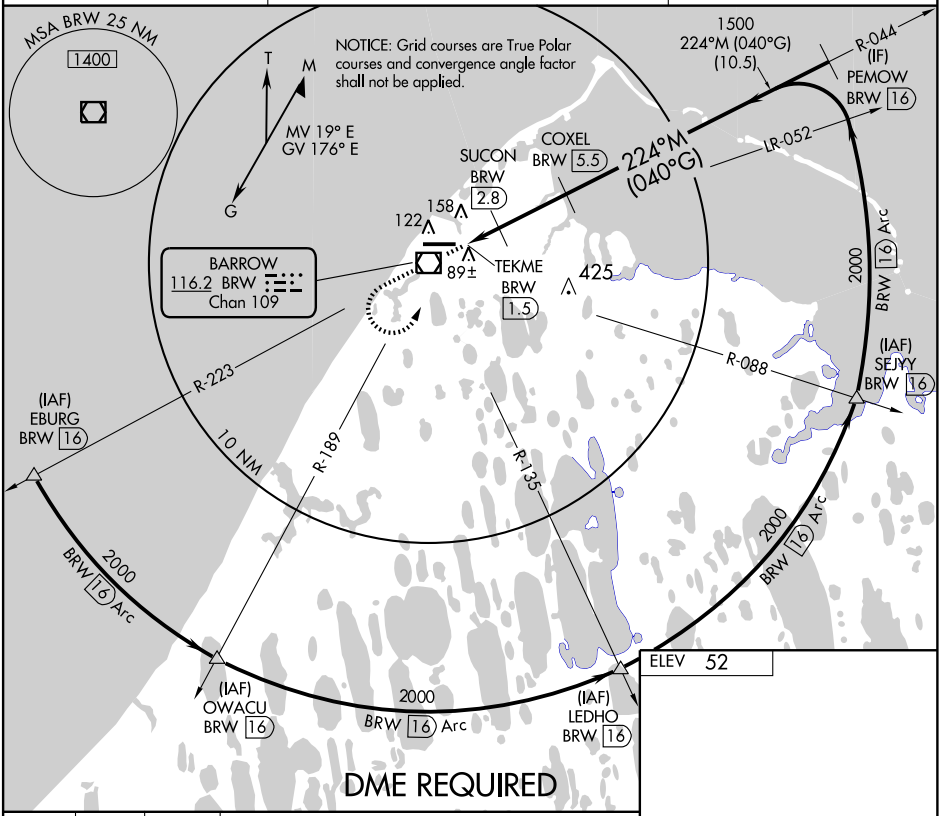
VOR/DME RWY 25

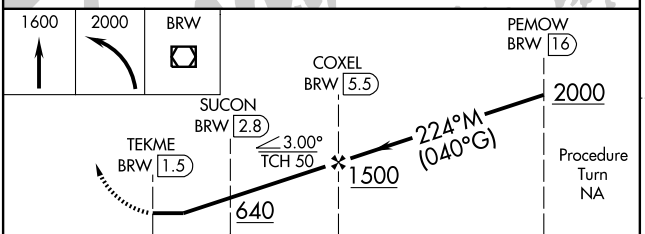
BARROW/WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

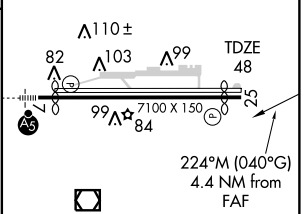
When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and S-25 Cat C visibility ¼ mile, Cat D visibility ½ mile and circling Cat C and D visibility ¼ mile. Circling NA for Cat A North of Rwy 7-25.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME.

ATIS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-25	340/50 292 (300-1)			
CIRCLING	420-1 368 (400-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

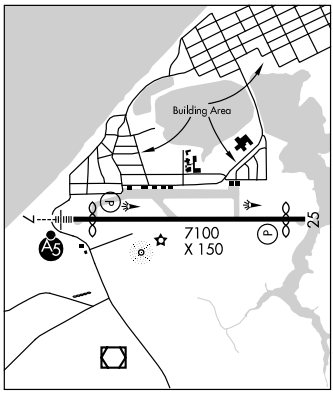
REIL Rwy 25
HIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

BARROW

§ **WILEY POST/WILL ROGERS MEM** (BRW) (PABR) 0 SE N71°17.09′ W156°46.12′ UTC−9(−8DT) **POINT BARROW**
P 52 BL5, *6, 10 ②, 12① H71(ASP) 07–25 ③ S–75, D–160, 2D–300 **H–1A, L–4I**
SERVICE—S2 **FUEL** —(NC–100LL, A1) **IAP**

AIRPORT REMARKS —Attended 1500–0530Z‡. OT on request call 907–852–6199. Class I, ARFF Index B. Migratory waterfowl in vicinity of arpt during Spring thru Fall. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to Airport Manager P. O. Box 367 Barrow, Alaska 99723. New rwy under construction 25 ft south of Rwy 07–25. Rwy 07–25 is 5′ to 8′ higher in elev. Recommend larger acft use elephant ear to turn around. Snow/ice removal, hazardous conditions reporting performed and valid during duty hrs only 1500–0530Z‡ daily. Rwy 07 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 07 RVR touchdown avbl. Rwy 25 REIL OTS indef. HIRL Rwy 07–25 preset low intst, for higher intensity ctc Barrow FSS 1500–0700Z‡ other hrs ACTIVATE—CTAF. ACTIVATE MALSR Rwy 07—CTAF. PAPI Rwy 07 and 25, operate 24 hours, REIL Rwy 25 unavbl low intst. ①Rwy 07, TCH 51′. GS 3.0°. Rwy 25, TCH 50′. GS 3.0°. ②Rwy 25. Rwy 25 thld dsplcd 600′. Rwy 07 thld dsplcd 600′.

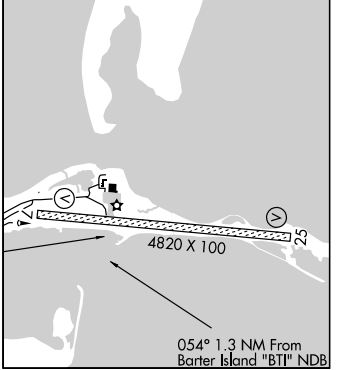


WEATHER DATA SOURCES—(ASOS 132.15 907–852–3112).
COMMUNICATIONS—(CTAF 123.6) (ATIS 132.15) **(TIE–IN FSS BARROW BRW 1500–0700Z‡–NOTAM BRW OTHER HOURS CTC FAIRBANKS FAI)**
BARROW RADIO —122.2 (122.6 Used for high alt tfc only) 123.6 **(V)** LC 852–2511. WSO telephone 907–852–6484. (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON—239.25 135.3
RADIO AIDS TO NAVIGATION
BARROW (H)VORWDME 116.2 BRW Chan 109 N71°16.41′ W156°47.29′ At Fld.60/19E.
BROWERVILLE NDB(HW) 281 VIR N71°16.94′ W156°46.88′ At Fld.43/19E.
VHF/DF—contact BARROW FSS.
ILS/DME 110.5 I–BRW Chan 42 Rwy 07. Class IE. LOC BC unusable 1 DME inbound.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. ATIS broadcast over BRW ASOS during BRW FSS working hours on freq 132.15 or call 907–852–3112.

BARROW FSS —123.6 (122.6 Used for high alt traffic only) 122.2

BARROW N71°16.41′ W156°47.29′ **POINT BARROW**
(H)VORWDME BRW 116.2 Chan 109 At Wiley Post/Will Rogers Mem.60/19E. **H–1A, L–4I**

BARTER ISLAND LRRS (BTI) (PABA) 1 NNE N70°08.04′ W143°34.91′ UTC−9(−8DT) **POINT BARROW**
2 BL4, 9 ①, 10 48(GVL) 07–25 **H–1A, L–4J**
AIRPORT REMARKS —Attended 1500–0900Z‡. Be Alert: Migratory waterfowl, gulls and polar bears in vicinity of arpt during Spring thru Fall. Whale carcasses 1,500′ ENE of Rwy 25 thld attract gulls and polar bears. Rwy not monitored,recommend visual inspection prior to landing. Rwy 07–25 sea water floods rwy during strong west winds. Overrun areas restricted to emergency ops only. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25—122.8. VASI Rwy 07 and Rwy 25 opr 24 hours. ①Rwy 07, TCH 38′. GS 3.0°. Rwy 25, TCH 30′. GS 3.0°. **IAP**



WEATHER DATA SOURCES—(AWOS–3 120.0 907–640–2124)
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡–NOTAM BTI OT CTC FAIRBANKS FAI)
RADIO —126.2
RCO —122.0 (DEADHORSE FSS)
ANCHORAGE CENTER APP/DEP CON—120.6
RADIO AIDS TO NAVIGATION
NDB(HW) 308 BTI N70°07.84′ W143°38.63′ 054° 1.3 NM to Fld./27E. SHUTDOWN.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Barrow FSS call 1–800–779–7709.

APP CRS	Rwy Idg	4820
066° M (237° G)	TDZE	2
	Apt Elev	2

RNAV (GPS) RWY 7

BARTER ISLAND LRRS (BTI)(PABA)

DME/DME RNP 0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct NEGIE and hold.

AWOS-3	ANCHORAGE CENTER	DEADHORSE RADIO	BARTER ISLAND RADIO	
120.0	120.6	122.0	126.2 (CTAF)	122.8 L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T
M
MV 27°E
GV 171°E
G

(IAF) FOLEL
(326°G) 155°M
30 NM to FOLEL
2000
FOLEL
(056°G) 245°M
2000 NoPT
155°M (326°G) (5)
(IF/IAF) ROCES
(236°G) 065°M
245°M (056°G)
4 NM
1600
(236°G) 065°M
(6.2)
(FAF) NAKEK
(237°G) 066°M
(MAP) EVUCI
207
(237°G) 066°M
4 NM
246°M (057°G)
NEGIE
2000 NoPT
335°M (146°G) (5)
(IAF) UCUBA
(056°G) 245°M
2000
UCUBA
13 NM to UCUBA
30 NM to UCUBA
(146°G) 335°M
4600
30 NM to ROCES (NoPT)
155°M (326°G)
2000
ROCES
(214°G) 043°M
18 NM (NoPT)
30 NM to ROCES
335°M (146°G)
6700
357

ELEV 2

4 NM Holding Pattern
ROCES
(056°G) 245°M
2000
065°M (236°G)
NAKEK
(236°G) 065°
1600
(237°G) 066°M
1 NM to EVUCI
EVUCI
3.04°
TCH 38
2000
NEGIE

46
L
25
4820 X 100
TDZE 2

6.2 NM | 3.3 NM | 1.0 | 0.5

CATEGORY	A	B	C	D
LNAV MDA	520-1 518 (600-1)		520-1½ 518 (600-1½)	520-1¾ 518 (600-1¾)
CIRCLING	560-1 558 (600-1)		560-1½ 558 (600-1½)	560-2 558 (600-2)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4820
246° M (057° G)	TDZE	1
	Apt Elev	2

RNAV (GPS) RWY 25

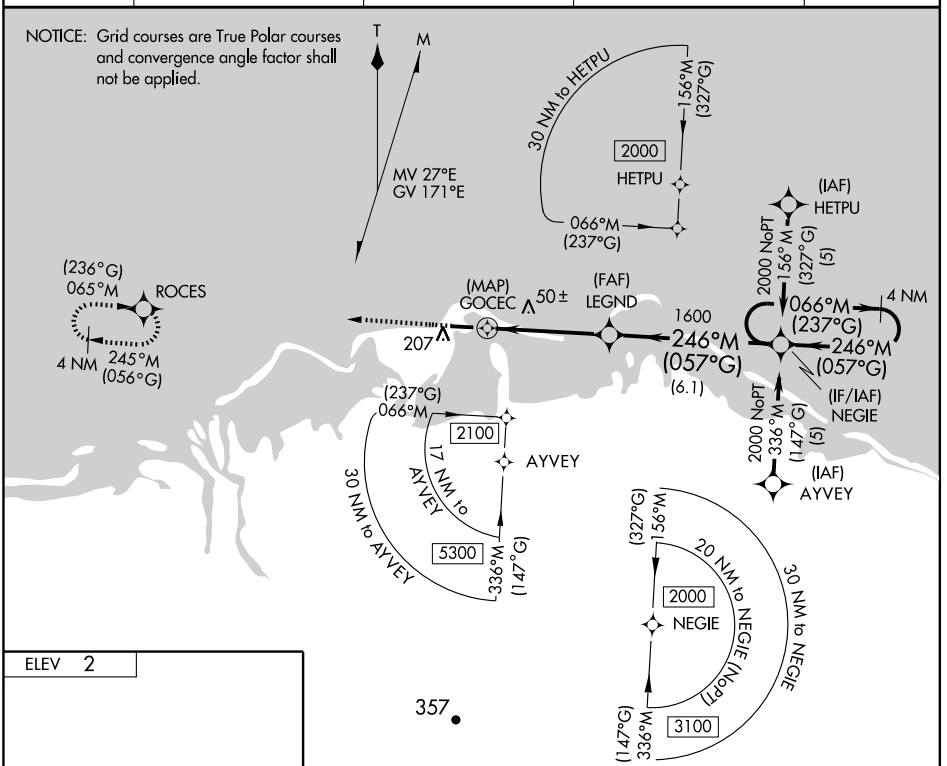
BARTER ISLAND LRRS (BTI)(PABA)

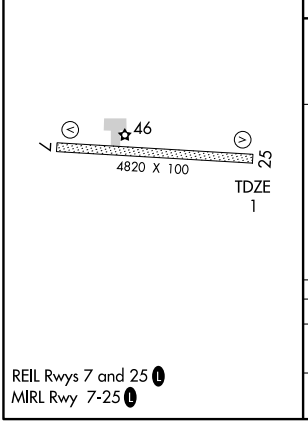
DME/DME RNP 0.3 NA.
When local altimeter setting not received, procedure NA.

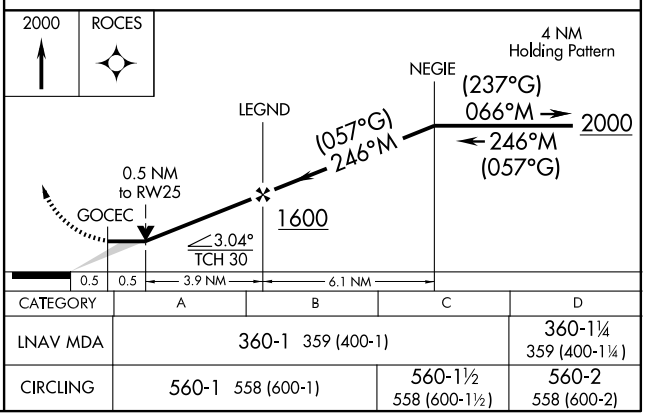
MISSED APPROACH: Climb to 2000 direct ROCES and hold.

AWOS-3	ANCHORAGE CENTER	DEADHORSE RADIO	BARTER ISLAND RADIO	
120.0	120.6	122.0	126.2 (CTAF)	122.8 L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.







CATEGORY	A	B	C	D
LNAV MDA	360-1 359 (400-1)			360-1¼ 359 (400-1¼)
CIRCLING	560-1 558 (600-1)		560-1½ 558 (600-1½)	560-2 558 (600-2)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

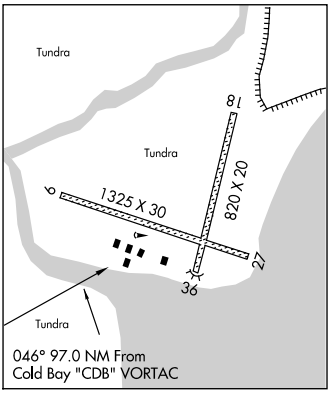
BEAR LAKE

§ **JOHNSONS LANDING** (Z52) 1 S N56°02.20′ W160°15.97′ UTC−9(−8DT) **KODIAK**
130 13(GVL) 09–27 18–36

AIRPORT REMARKS —Unattended. Rwy 09–27 shallow ruts entire length of rwy. Loose gravel on rwy surface up to 4″. Rwy 18–36 loose gravel up to 4″ on rwy surface. Ruts and dips entire length. Rwy 09–27 and Rwy 18–36 loose, soft gravel. Rolling dips and ruts to 6″. Rwy 36 first 70′ uneven grade. Arpt partially on private land. Private property line runs down centerline of Rwy 09–27. Private land S of Rwy 09–27.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM SDP OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

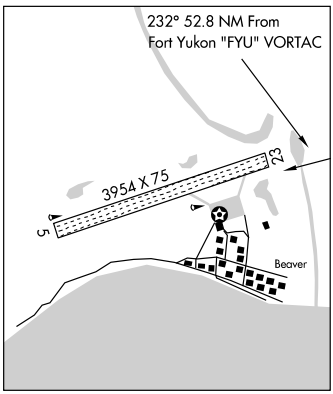


§ **BEAVER** (WBQ) (PAWB) 0 N N66°21.73′ W147°24.38′ UTC−9(−8DT) **FAIRBANKS**
P 359 BL4 39(GVL) 05–23 **L–4J**
IAP

AIRPORT REMARKS —Unattended. Rwy cond not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter, monitor CTAF. Rwy 05–23 thld marked with panels. Active road transits rwy 1000′ from Rwy 05 thld. Segmented circle overgrown. ACTIVATE MIRL Rwy 05–23 and rotating bcn—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
FORT YUKON RCO—122.1 (FAIRBANKS FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BEAVER CREEK YT (CYXQ) 1 NW N62°24.61′ W140°52.13′ (AOE) UTC−8(−7DT) **WHITEHORSE**
YUKON GOV'T 2129 BL4, 9① 37(GVL) 14–32② **L–1A, 3E**

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–3745 TODA–3945 ASDA–3745 LDA–3745
RWY 32: TORA–3745 TODA–3945 ASDA–3745 LDA–3404

AIRPORT REMARKS —Customs PPR ctc 888–226–7277, May–Oct 1600–0800Z‡. Night ops not recommended unless hazard bcn opr. Limited winter maint. Rwy 14 rgt tfc. Rwy 14 slope 0.43% up. ACTIVATE LIRL Rwy 14–32, VASI Rwy 14 and Rwy 32—CTAF. ①Rwy 14. Rwy 32. ②Rwy 31 thld dsplcd 341′.

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYXQ)
RADIO—122.1(V) (1700–2300Z‡.)
RCO—126.7 (WHITEHORSE FSS)

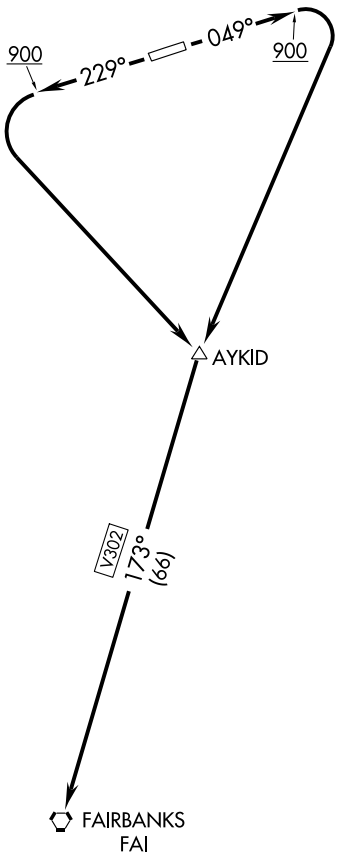
RADIO AIDS TO NAVIGATION
NDB(MHW) 239 YXQ N62°24.53′ W140°51.70′ at Fld./25E. Unmonitored when Beaver Creek Radio is clsd.

RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

BELLA BELLA BC N52°11.12′ W128°06.82′ **H–1D, L–1D**
NDB(MH) 325 YJQ 248° 1.5 NM to Campbell Island

FAIRBANKS ONE DEPARTURE (RNAV)

FORT YUKON AWOS-3
125.8
FAIRBANKS RADIO
122.1
CTAF
122.9



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS

Rwy 5, 23: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Multiple trees beginning 229′ from DER, 262′ right of centerline, up to 60′ AGL/419′ MSL.
Multiple trees beginning 1263′ from DER, 373′ right of centerline, up to 60′ AGL/419′ MSL.
Vehicle on road 392′ from DER, 9′ right of centerline, 10′ AGL/369′ MSL.

Rwy 23: Multiple trees beginning 1259′ from DER, 374′ right of centerline, up to 60′ AGL/419′ MSL.
Multiple trees beginning 1277′ from DER, 366′ left of centerline, up to 60′ AGL/419′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 049° to 900′, then right turn direct AYKID, then via depicted route, Thence ....

TAKE-OFF RUNWAY 23: Climb heading 229° to 900′, then left turn direct AYKID, then via depicted route, Thence ....

.... maintain 7000 or as assigned by ATC.

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

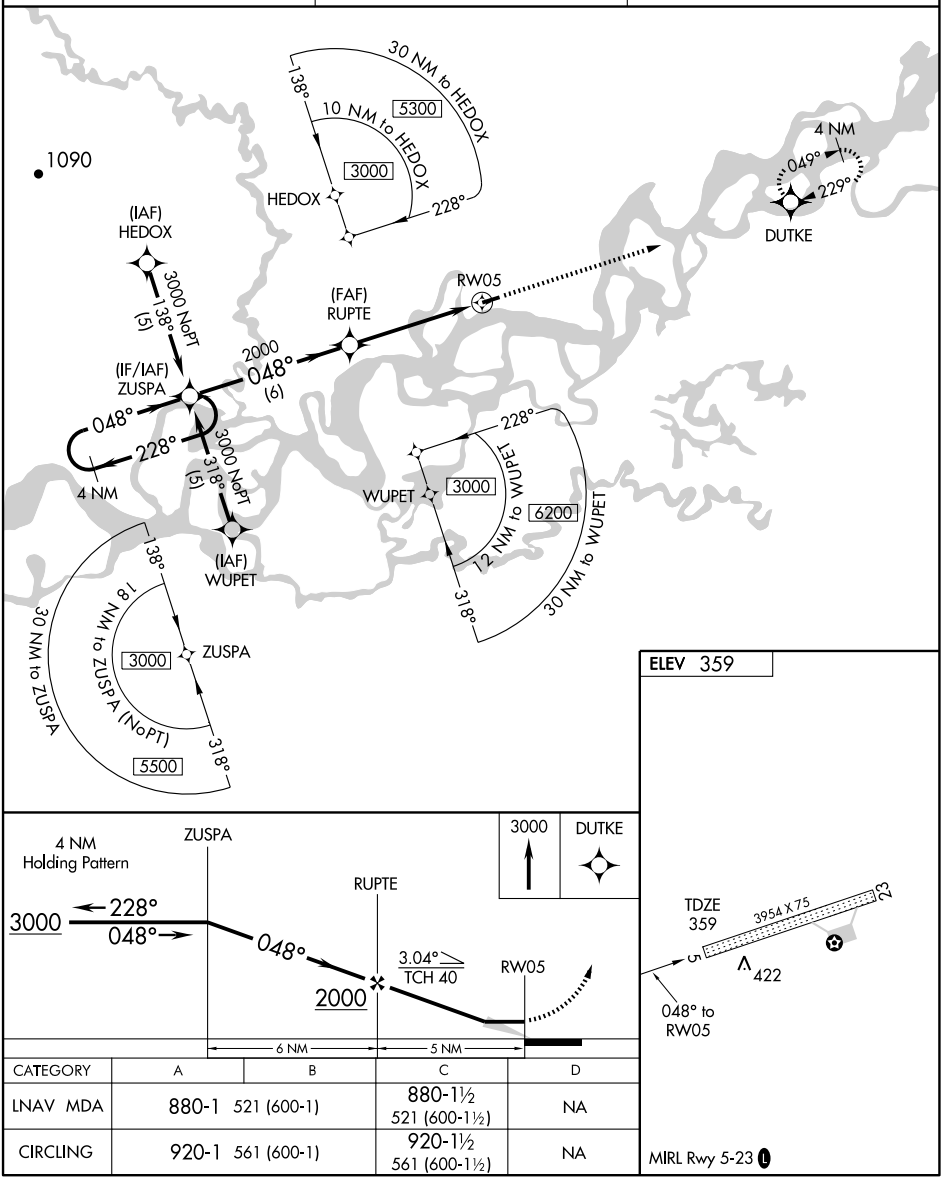
BEAVER (WBQ)(PAWB)

APP CRS	Rwy Idg	3954
048°	TDZE	359
	Apt Elev	359

DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

MISSED APPROACH: Climb to 3000 direct DUTKE and hold.

FORT YUKON AWOS-3	FAIRBANKS RADIO	CTAF
125.8	122.1	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	880-1 521 (600-1)		880-1½ 521 (600-1½)	NA
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

BEAVER (WBQ)(PAWB)

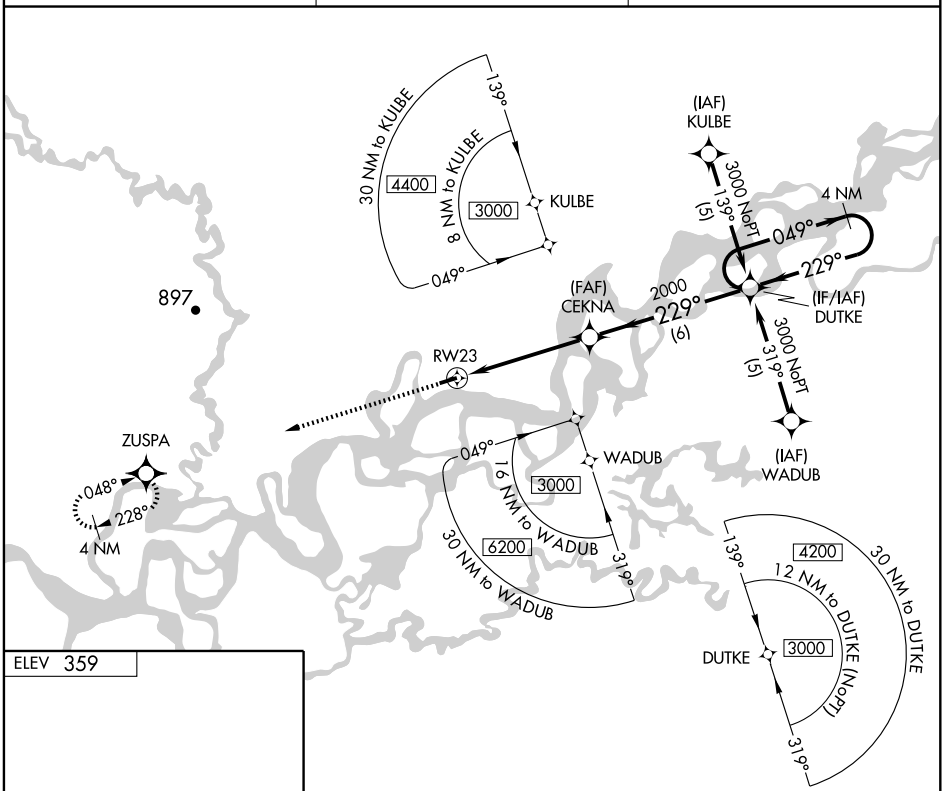
APP CRS	Rwy Idg	TDZE	Apt Elev
229°	3954	359	359

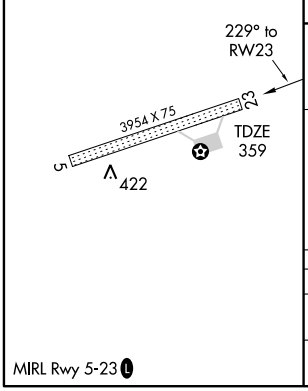
T
A NA

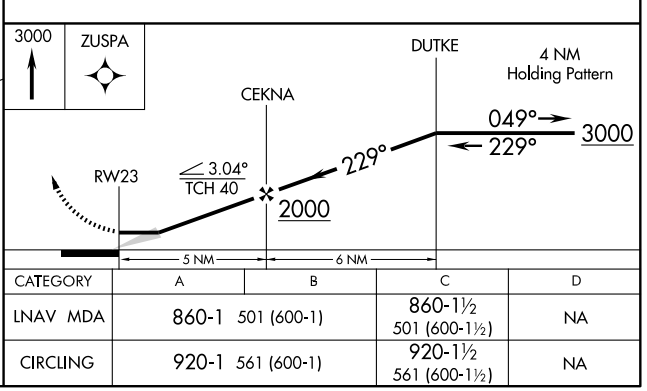
DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUSPA and hold.

FORT YUKON AWOS-3	FAIRBANKS RADIO	CTAF
125.8	122.1	122.9 L

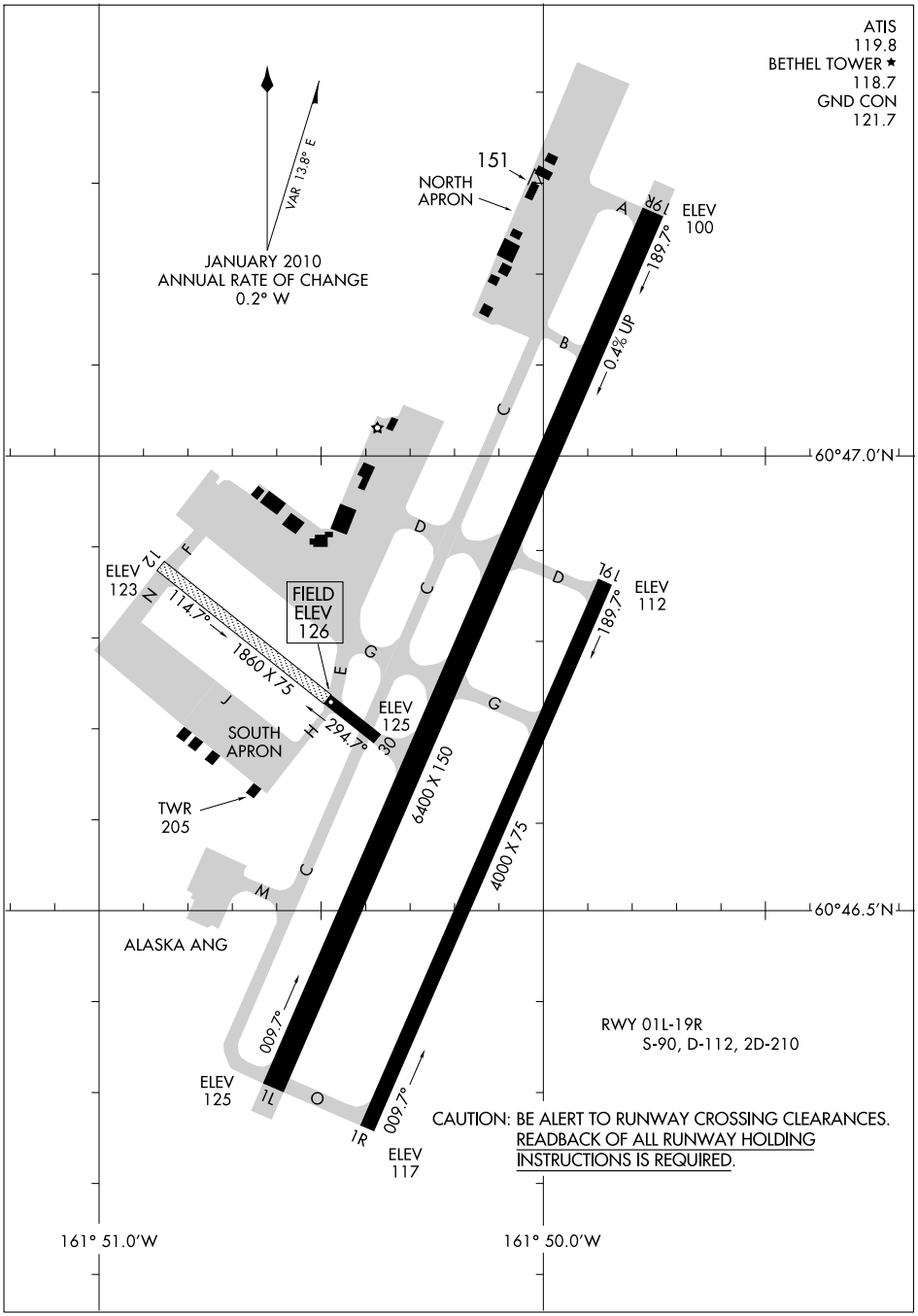






CATEGORY	A	B	C	D
LNAV MDA	860-1 501 (600-1)		860-1½ 501 (600-1½)	NA
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	NA

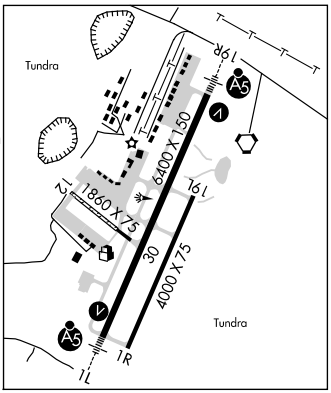
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010



AK, 23 SEP 2010 to 18 NOV 2010

BETHEL

§ **BETHEL** (BET) (PABE) 3 SW N60°46.71′ W161°50.23′ UTC−9(−8DT) **McGRATH**
P(NG) 126 BL4, 5, 6, 9 ①, 10 ② H64(ASP–GRVD) 01L–19R, S–90, D–112, 2D–210, **H–1B, 2J, L–3C**
01R–19L 12–30 **IAP, AD**
SERVICE—S4 **FUEL**—A1(NC–100, 100LL, A1)



AIRPORT REMARKS —Attended May–Sep 1530–0630Z‡, Oct–Apr 1400–0630Z‡. West 1200′ Rwy 12–30 CLOSED to acft over 12,500 lbs GWT Apr–Nov. Rwy 19R slope 0.4% up SW. Personnel and equipment may be working on the rwy at any time. $25.00 service charge for fuel after 0300Z‡ daily. Class I, ARFF Index A. ARFF equipment staffed only during air carrier ops with more than 30 passenger seats. Numerous ptarmigan/waterfowl vcnty of arpt. Snow removal, ice removal and arpt hazard reporting only performed during duty hrs, Mon–Sat 1500–0600Z‡, Sun 2230–0600Z‡, unless by prior arrangement in writing with arpt management. Rwy 19R touchdown RVR avbl 1 Nov–30 Mar 1600–0500Z‡, 1 Apr–31 Oct 1600–0700Z‡. Rwy 01L touchdown RVR avbl 1 Nov–30 Mar 1600–0500Z‡, 1 Apr–31 Oct 1600–0700Z‡. When twr clsd ACTIVATE twy lgts, HIRL Rwy 01L–19R and Rwy 01R–19L and MIRL Rwy 12–30—CTAF. ACTIVATE MALSR Rwys 01L and Rwy 19R and VASI Rwy 01L and Rwy 19R and REIL Rwy 01L—CTAF. ①Rwy 19R, TCH 47′. GS 3.0°. Rwy 01L, TCH 47′. GS 3.0°. ②Rwy 01L.

WEATHER DATA SOURCES —(ASOS 907–543–5475). (TWEBⓑ OSE 251) (TWEBⓑ BET 114.1) (WX CAM).

COMMUNICATIONS—(CTAF 118.7) (ATIS 119.8) (TIE–IN FSS KENAI ENA–NOTAM BET)
RCO—255.4 122.65 122.2**(E)** (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2
TOWER —118.7 **(V)** (Apr 1–Oct 31 1600–0700Z‡, Nov 1–Mar 31 1600–0500Z‡.) **GND CON** —121.7

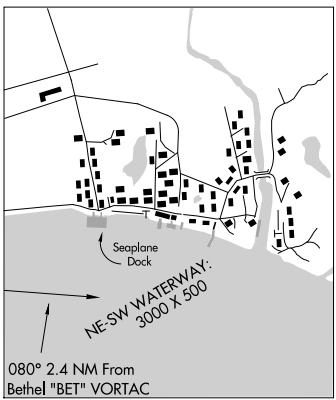
AIRSPACE: CLASS D svc Apr 1–Oct 31 1600–0700Z‡, Nov 1–Mar 31 1600–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION
(H)ABVORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ At Fld.98/14E. **TWEB.**
OSCARVILLE NDB(HW–SAB) 251 OSE N60°47.48′ W161°52.37′ 112° 1.3 NM to Fld./14E. **TWEB.**
ILS/DME 111.5 I–BET Chan 52 Rwy 19R. Class IE.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

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§ **BETHEL SEAPLANE** (Z59) 0 S N60°46.92′ W161°44.59′ UTC−9(−8DT) **McGRATH**
15 –30 NE–SW
SERVICE —S3



SEAPLANE REMARKS —Unattended. Boats operating in river. Narrow, crowded.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 118.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

LOC/DME I-BET	APP CRS	Rwy Idg	6400
111.5	189°	TDZE	118
Chan 52		Apt Elev	126

AL-5001 (FAA)

ILS or LOC/DME RWY 19R

BETHEL (BET)(PABE)

T Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase S-LOC 19R Cat D visibility to RVR 5000.
Circling NA west of Rwy 1L-19R.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via BET VORTAC R-277 to ROLLR/BET VORTAC 12 DME and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER *	GND CON
119.8	125.2 372.0	118.7 (CTAF)	121.7

ALTERNATE MISSED APCH FIX
039° 219°
OSCARVILLE
251 OSE

DME REQUIRED

10 NM
1800 NoPT
BET 12 Arc
144°
324°
009°
(IF)
CATUB
I-BET 13.2
LR-358
LR-019
1800
189°
(6.8)
1800 NoPT
BET 12 Arc
(IAF)
ROLLR
BET 12
090°
277°
R-277
OSCARVILLE
251 OSE
(IAF)
KUSKM
I-BET 6.4
4800
022° (5.6)
1800 to KUSKM
007° (5.2)
R-067
(IAF)
WEEKE
BET 12
287
ZOBOP
I-BET 1.9
380
159
LOCALIZER 111.5
I-BET
Chan 52
BETHEL
114.1 BET
Chan 88
MSA BET 25 NM
1400
270°
2200
360°

ELEV 126
189° 5.1 NM from FAF
151
118
TDZE 118
166
185±
0.4% UP
1860 X 75
6400 X 150
4000 X 75
205
30
19R
19L
1L
1R
REIL Rwy 1L
MIRL Rwy 12-30
HIRL Rwy 1L-19R and 1R-19L

700 | 2000 BET R-277 | ROLLR

VGSI and ILS glidepath not coincident.
Use I-BET DME when on localizer course.
ZOBOP I-BET 1.9
KUSKM I-BET 6.4
Remain within 10 NM
009°
1800
189°
1800
1800
GS 3.00°
TCH 52
0.6
4.5 NM

CATEGORY	A	B	C	D
S-ILS 19R	*318/24 200 (200-½)			
S-LOC 19R	380/24 262 (300-½)			380/40 262 (300-¾)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
099°	TDZE	N/A
	Apt Elev	126

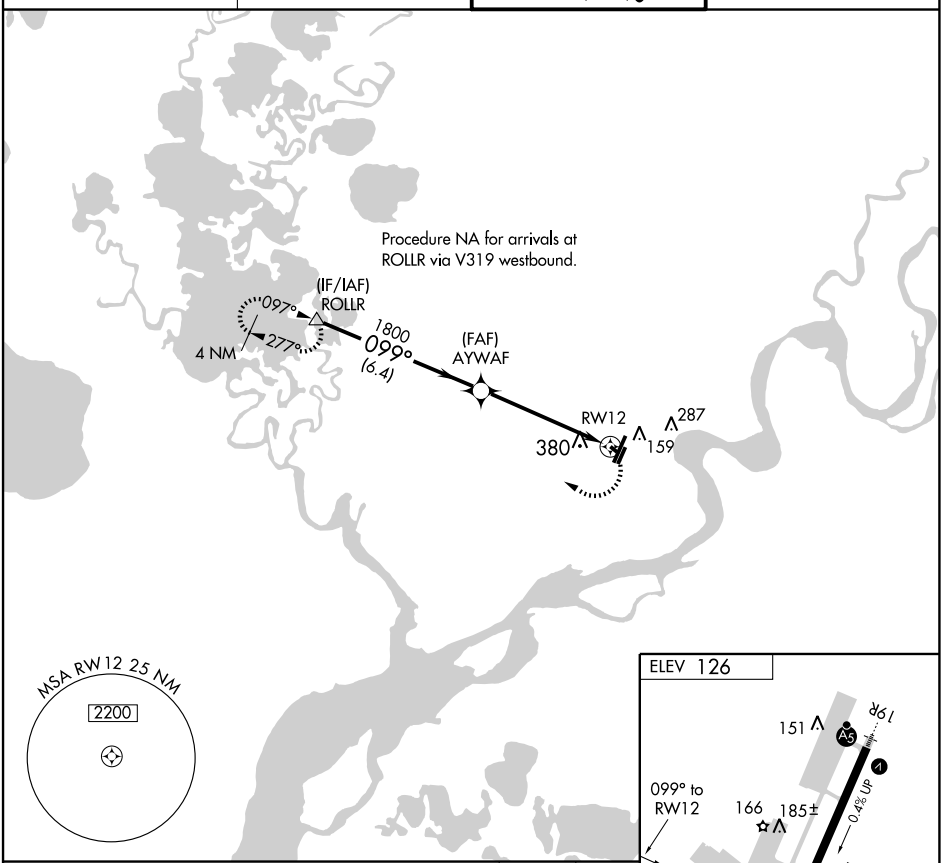
RNAV (GPS)-A
BETHEL(BET)(PABE)

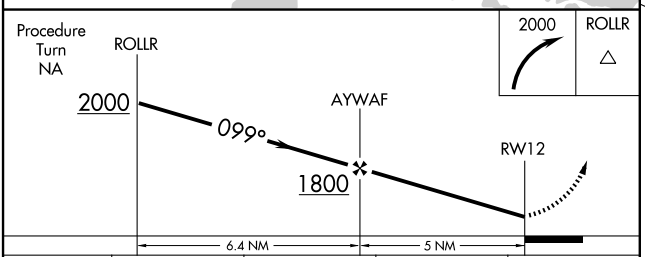
Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP- 0.3 NA.

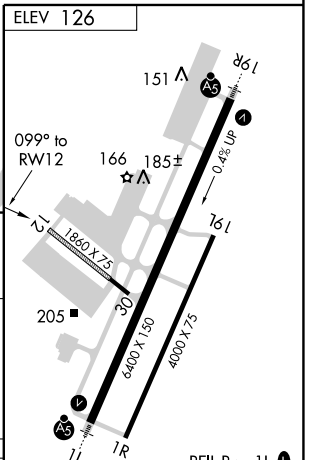
MISSED APPROACH: Climbing right turn to 2000 direct ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7

Procedure NA for arrivals at ROLLR via V319 westbound.







CATEGORY	A	B	C	D
CIRCLING	640-1 514 (600-1)		640-1½ 514 (600-1½)	680-2 554 (600-2)

REIL Rwy 1L L
MIRL Rwy 12-30 L
HIRL Rwy 1L-19R and 1R-19L L

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6400
CH 42707	009°	TDZE 125
W01A		Apt Elev 126

RNAV (GPS) RWY 1L

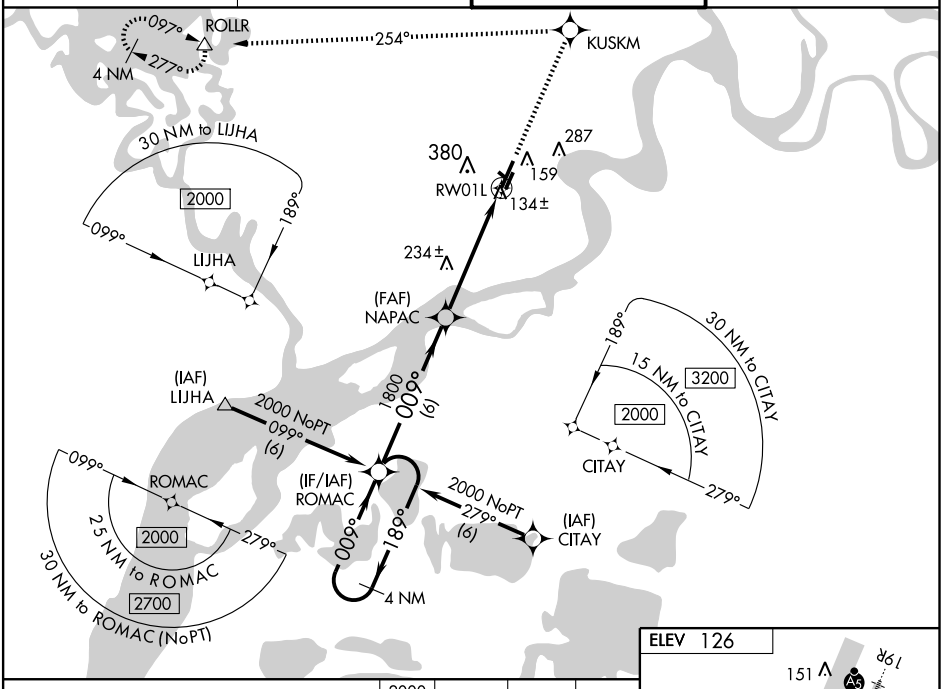
BETHEL (BET)(PABE)

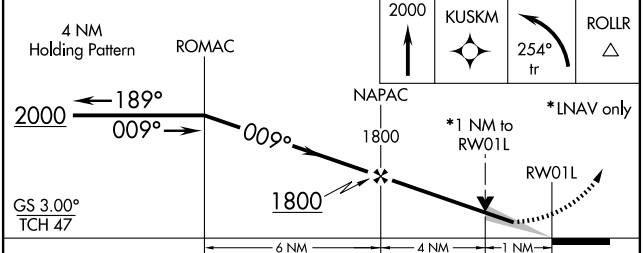
T Circling to Rwy 12-30 and 1R-19L NA at night.
W For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
Circling NA west of Rwy 1L-19R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

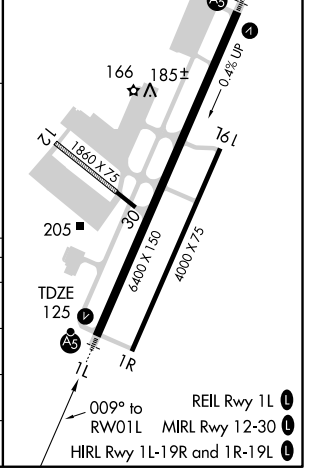
MISSED APPROACH: Climb to 2000 direct KUSKM and left turn via 254° track to ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7





CATEGORY	A	B	C	D
LPV DA	375/24 250 (300-½)			
LNAV/VNAV DA	553/50 428 (500-1)			
LNAV MDA	500/24 375 (400-½)			500/50 375 (400-1)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
009°	TDZE	119
	Apt Elev	126

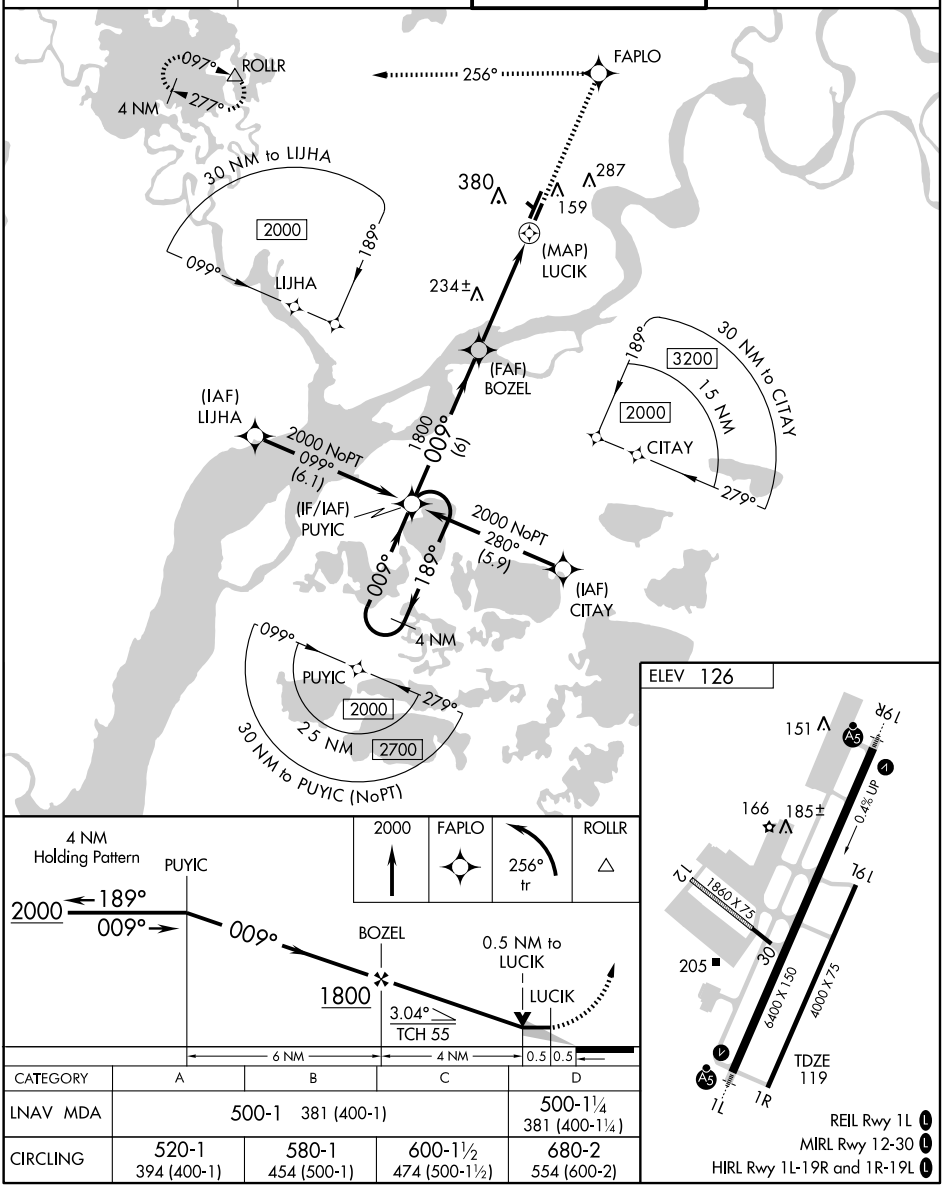
RNAV (GPS) RWY 1R

BETHEL (BET)(PABE)

Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct FAPLO then left turn via 256° track to ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7



CATEGORY	A	B	C	D
LNAV MDA	500-1 381 (400-1)			500-1¼ 381 (400-1¼)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 19L

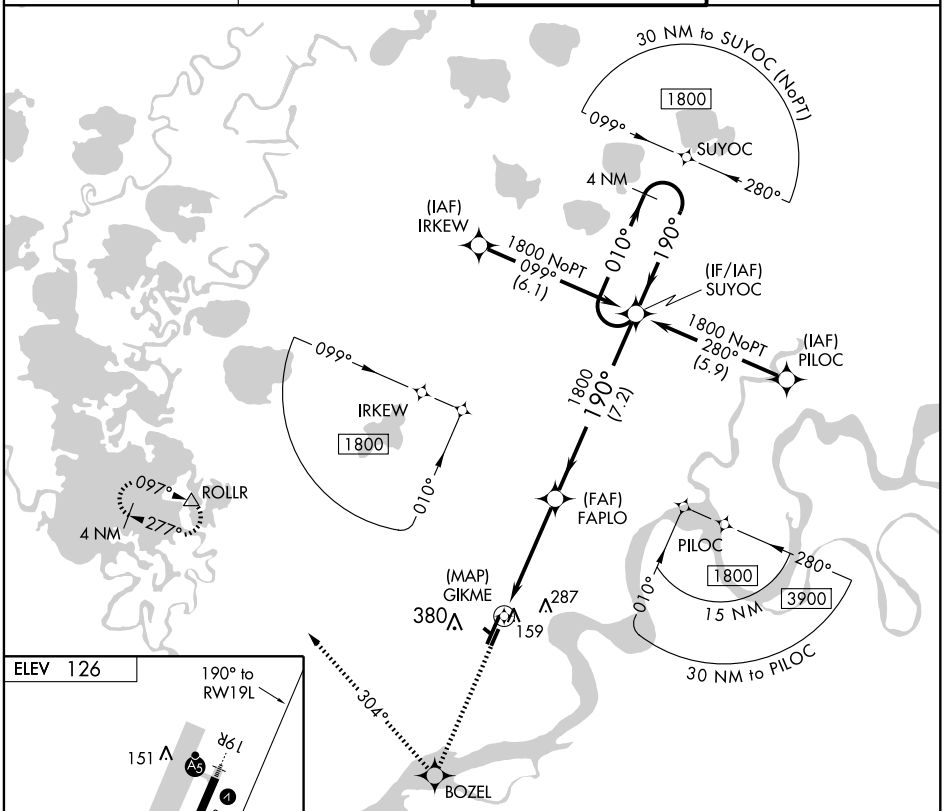
BETHEL (BET) (PABE)

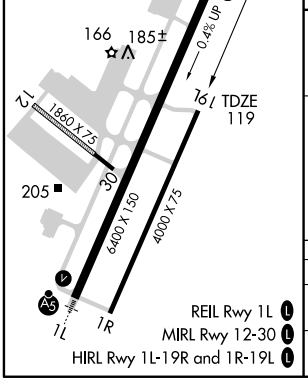
APP CRS	Rwy Idg	4000
190°	TDZE	119
	Apt Elev	126

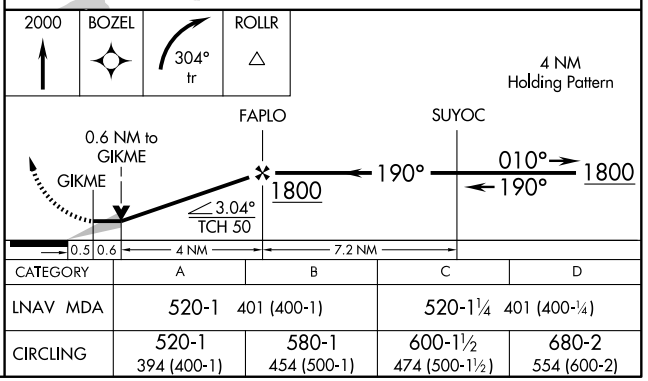
Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct BOZEL and right turn via 304° track to ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7







CATEGORY	A	B	C	D
LNAV MDA	520-1 401 (400-1)		520-1¼ 401 (400-¼)	
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6400
CH 70507	190°	TDZE 118
W19A		Apt Elev 126

RNAV (GPS) RWY 19R

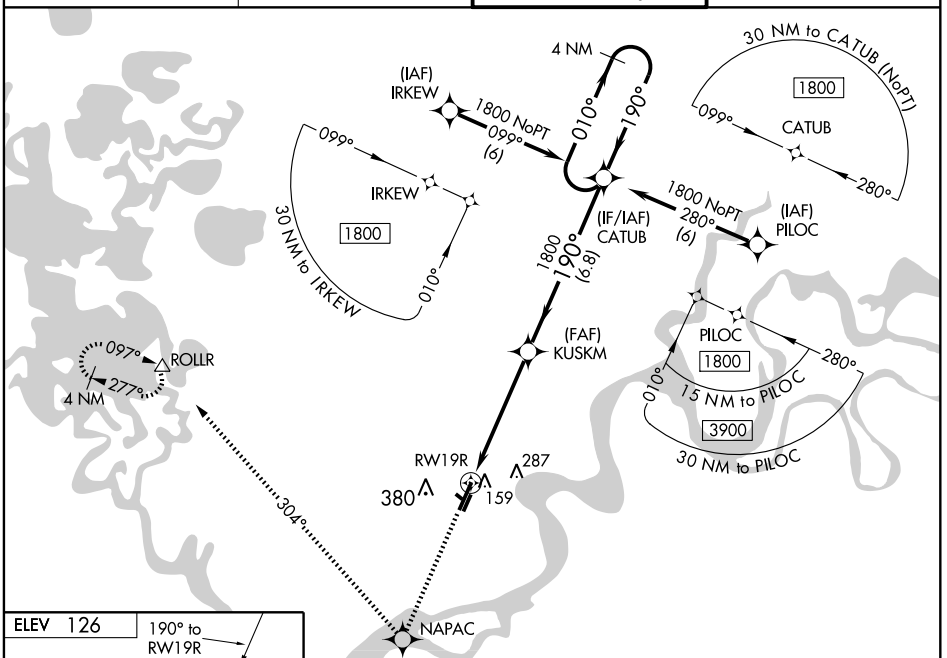
BETHEL (BET) (PABE)

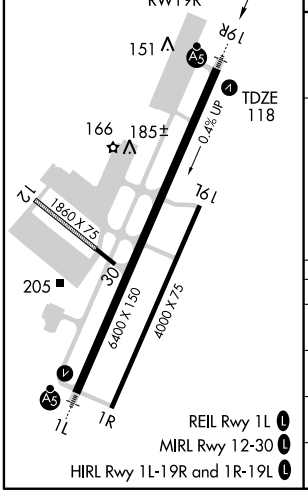
Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
Circling NA west of Rwy 1L-19R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

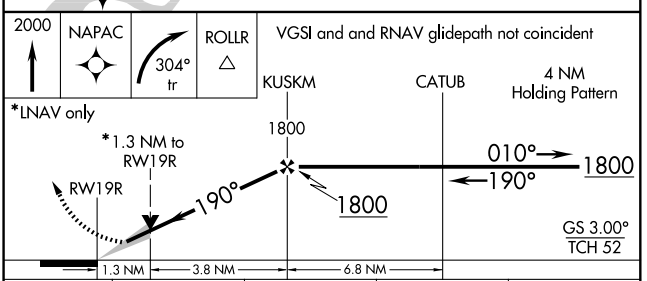
MALSR

MISSED APPROACH: Climb to 2000 direct NAPAC and right turn via 304° track to ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF)	121.7







CATEGORY	A	B	C	D
LPV DA	368/24 250 (300-½)			
LNAV/VNAV DA	459/40 341 (400-¾)			
LNAV MDA	560/24 442 (500-½)		560/40 442 (500-¾)	560/50 442 (500-1)
CIRCLING	560-1 434 (500-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VORTAC BET	APP CRS	Rwy Idg	6400
114.1	016°	TDZE	125
Chan 88		Apt Elev	126

VOR/DME RWY 1L

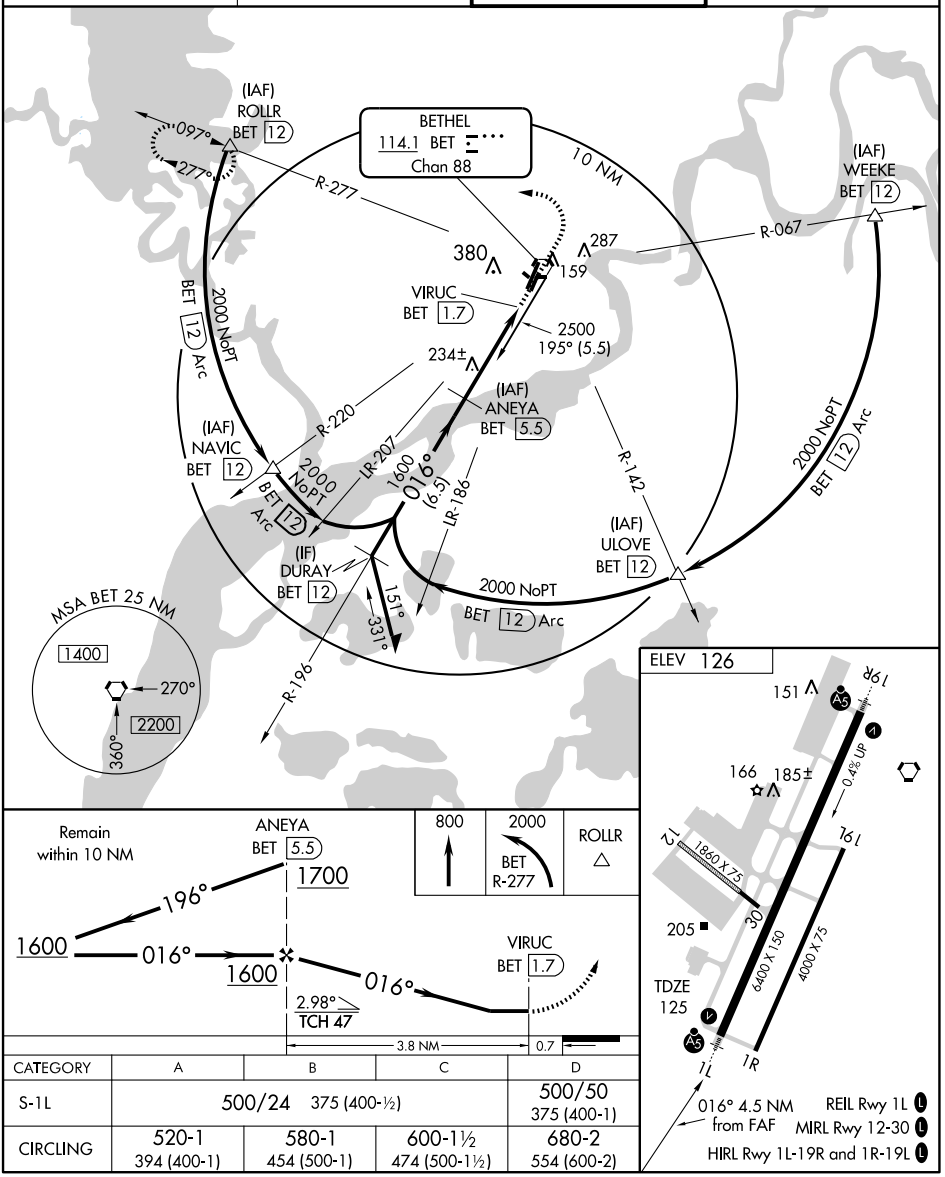
BETHEL (BET) (PABE)

T Circling to Rwy 12-30 and 1R-19L NA at night. For inoperative MALSR, increase Cat D visibility to RVR 6000. Circling NA west of Rwy 1L-19R.

MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via BET VORTAC R-277 to ROLLR/12 DME and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7



CATEGORY	A	B	C	D
S-1L	500/24 375 (400-½)			500/50 375 (400-1)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VORTAC BET 114.1 Chan 88	APP CRS 174°	Rwy Idg 6400 TDZE 118 Apt Elev 126

VOR/DME RWY 19R

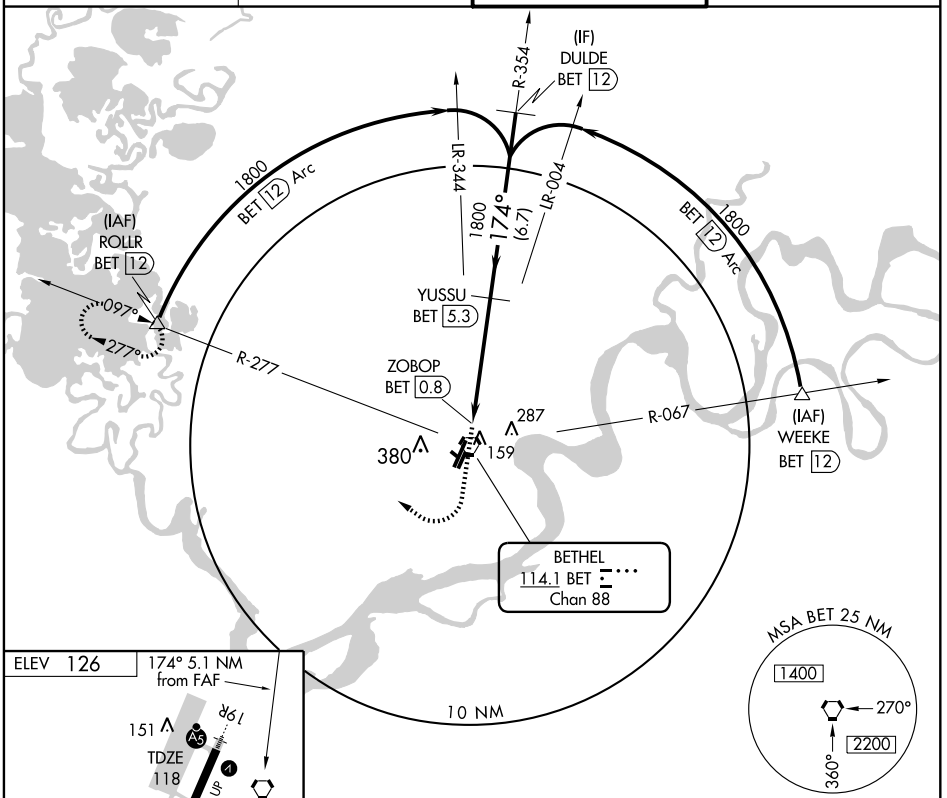
BETHEL (BET)(PABE)

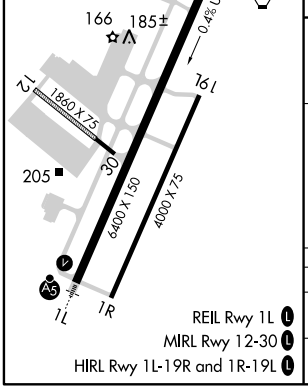
Circling to Rwy 12-30 and 1R-19L NA at night. Inoperative table does not apply to Cat D. Circling NA west of Rwy 1L-19R.

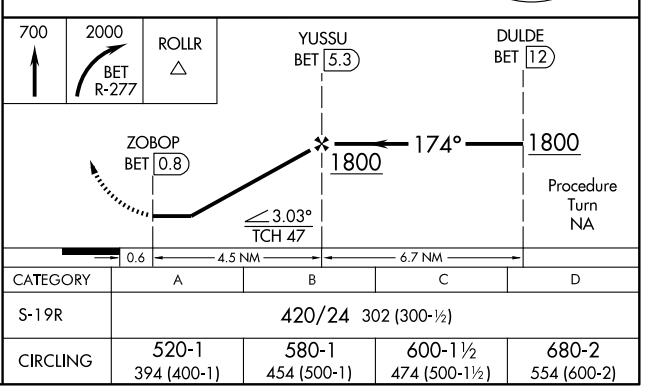
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via BET VORTAC R-277 to ROLLR/12 DME and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7







CATEGORY	A	B	C	D
S-19R	420/24 302 (300-½)			
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

§ **HANGAR LAKE SEAPLANE** (Z58) 1 NE N60°47.80′ W161°43.64′ UTC−9(−8DT) **McGRATH**

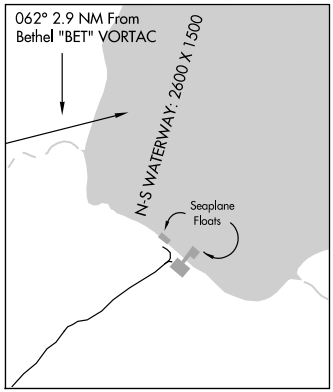
P 17 –26 N–S

SEAPLANE REMARKS —Unattended.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 118.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **BETTLES** (BTT) (PABT) 0 N N66°54.84′ W151°31.74′ UTC−9(−8 DT) **FAIRBANKS**

P 647 BL4, 5, 9① 52(GVL) 01–19 **H–1A, L–4J**

FUEL —(NC–100LL, A1+, B) **IAP**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Floatplane ops .5 NM off end of Rwy 19 in Koyukuk River. Snow removal ops during winter—monitor CTAF. Fuel avbl 24 hrs, ctc freqs 122.77 and 130.1. Unleaded fuel avbl. ACTIVATE VASI Rwys 01 and 19, MALSR Rwy 01 and MIRL Rwy 01–19—CTAF. ①Rwy 01, TCH 36′. GS 3.0°. Rwy 19, TCH 57′. GS 3.0°.

WEATHER DATA SOURCES —(ASOS 135.450 907–692–5900) (TWEB BTT 116.0) (TWEB EAV 391) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM BTT)

RCO—122.2 **(V)** (FAIRBANKS FSS)

ANCHORAGE CENTER APP/DEP CON—352.0 124.6

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

(H)VOR/DME 116.0 BTT Chan 107 N66°54.30′ W151°32.15′ At Fld. 637/20E. **TWEB.**

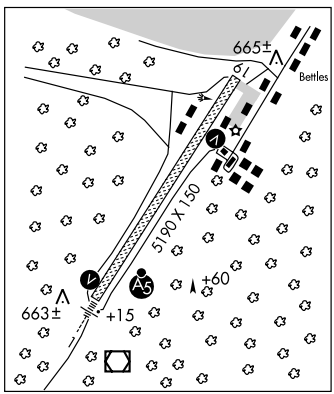
VOR/DME unusable:

047°–077° byd 24 NM.

EVANSVILLE NDB(HW–SAB) 391 EAV N66°53.59′ W151°33.82′ 013° 1.5 NM to Fld./20E. **TWEB.**

VHF/DF—Ctc FAIRBANKS FSS. Lctd at N66°54.43′ W151°32.03′.

ILS/DME 108.7 I–BTT Chan 24 Rwy 01.



RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. Weather observer avbl for local arpt wx on CTAF, call sign: Bettles Weather and phone 907–692–5533.

LOC/DME I-BTT	APP CRS	Rwy Idg	5190
108.7	012°	TDZE	642
Chan 24		Apt Elev	647

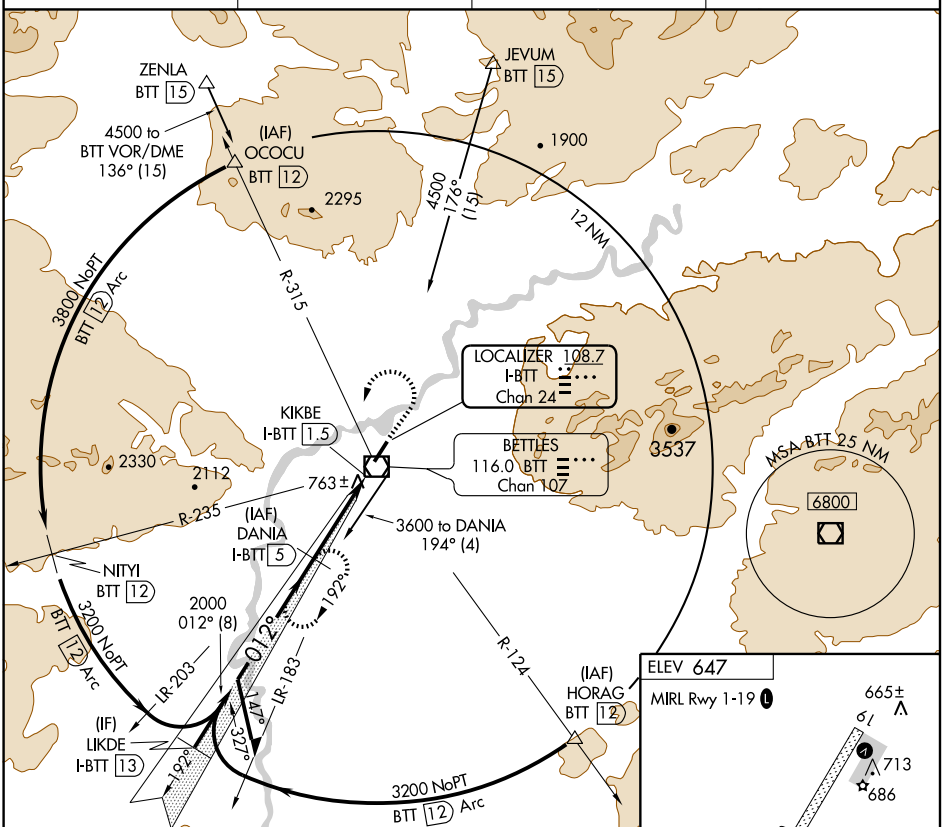
LOC/DME RWY 1
BETTLES (BTT)(PABT)

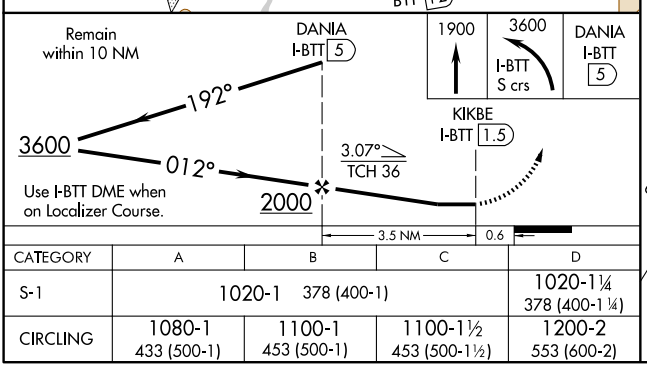
Circling not authorized east of Rwy 1-19.
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 via South course to DANIA/I-BTT 5 DME and hold, continue climb-in-hold to 3600.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.20	122.9 L





CATEGORY	A	B	C	D
S-1	1020-1 378 (400-1)			1020-1¼ 378 (400-1¼)
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

BETTLES (BTT) (PABT)

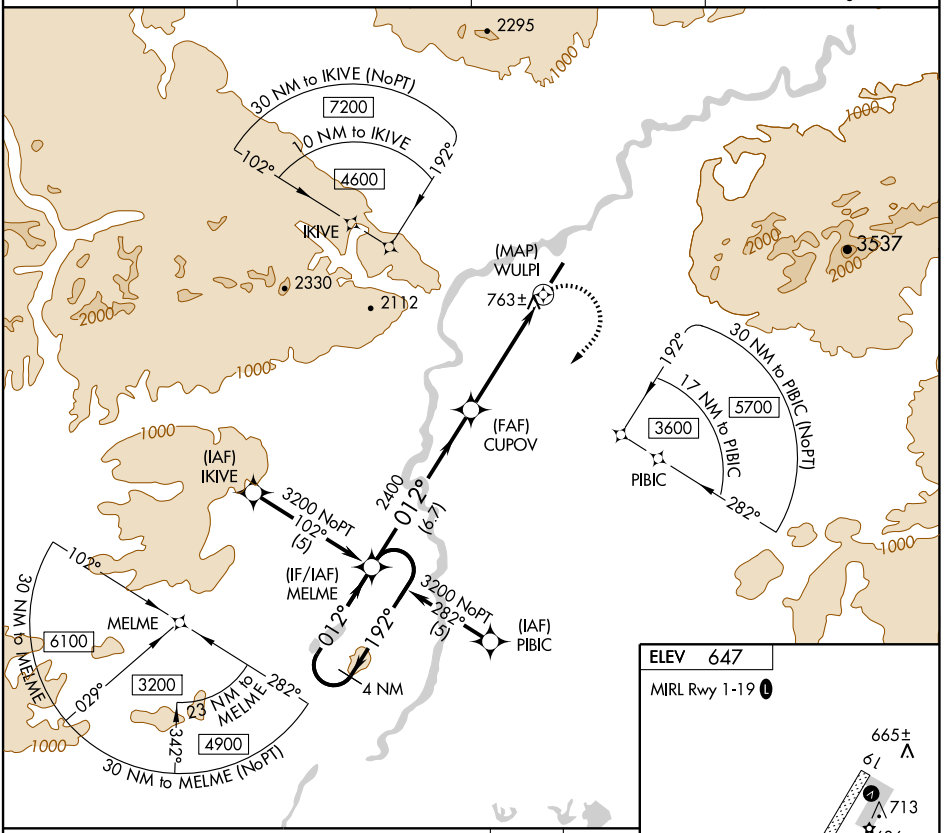
APP CRS	Rwy Idg	5190
012°	TDZE	642
	Apt Elev	647

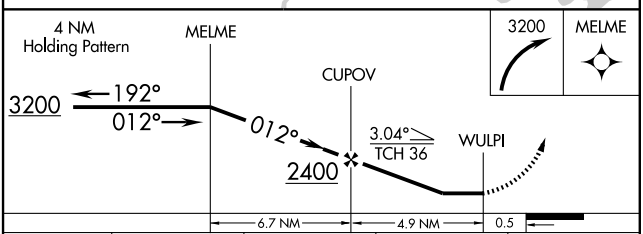
Inoperative table does not apply.
Circling NA east of Rwy 1-19.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

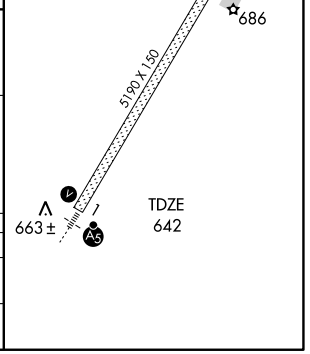
MALSR

MISSED APPROACH: Climbing right turn to 3200 direct MELME and hold.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.20	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 418 (500-1)		1060-1¼ 418 (500-1¼)	
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

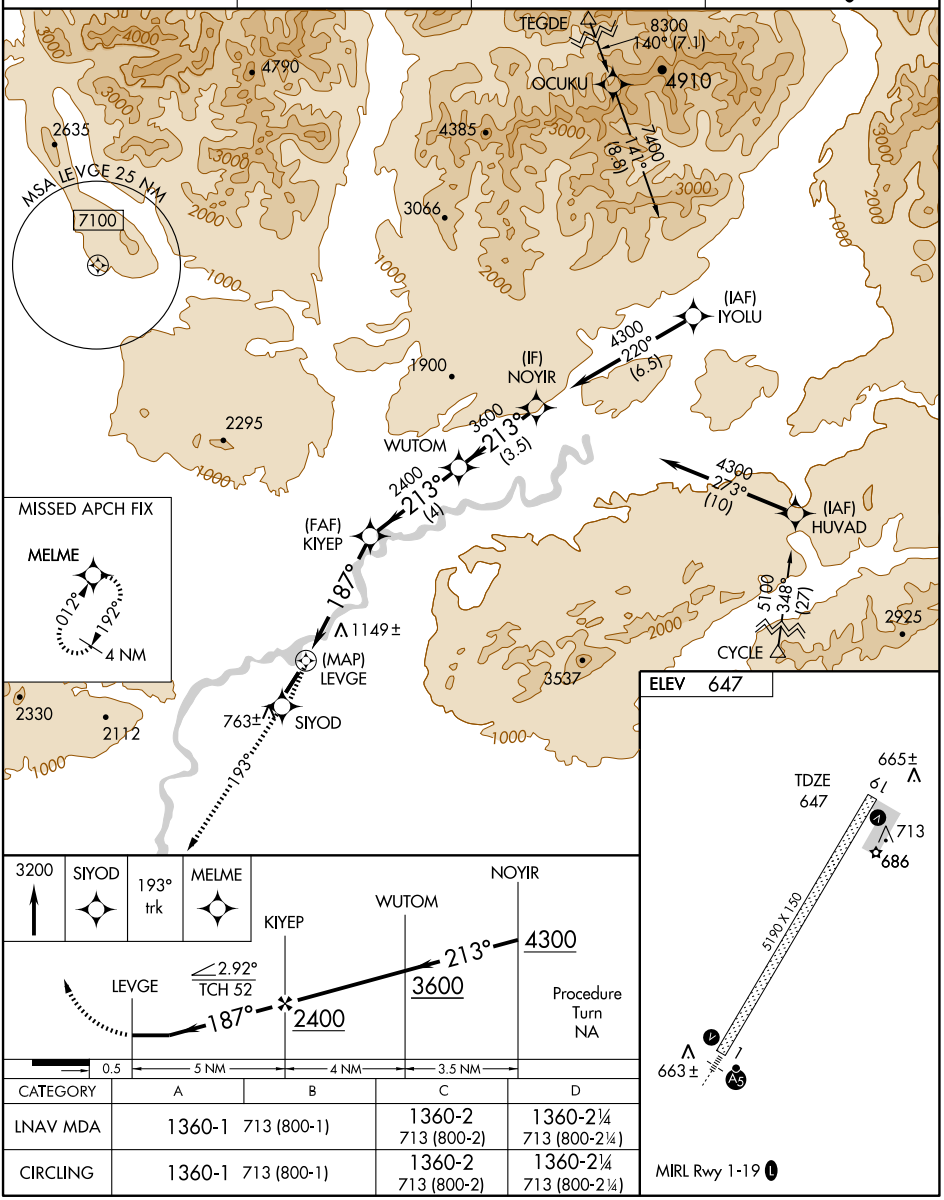
BETTLES (BTT)(PABT)

APP CRS	Rwy Idg	5190
187°	TDZE	647
	Apt Elev	647

Circling NA east of Rwy 1-19.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct SIYOD and via 193° track to MELME and hold.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.20	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1360-1 713 (800-1)		1360-2 713 (800-2)	1360-2¼ 713 (800-2¼)
CIRCLING	1360-1 713 (800-1)		1360-2 713 (800-2)	1360-2¼ 713 (800-2¼)

MIRL Rwy 1-19 (L)

AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME BTT 116.0 Chan 107	APP CRS 023°	Rwy Idg 5190 TDZE 642 Apt Elev 647

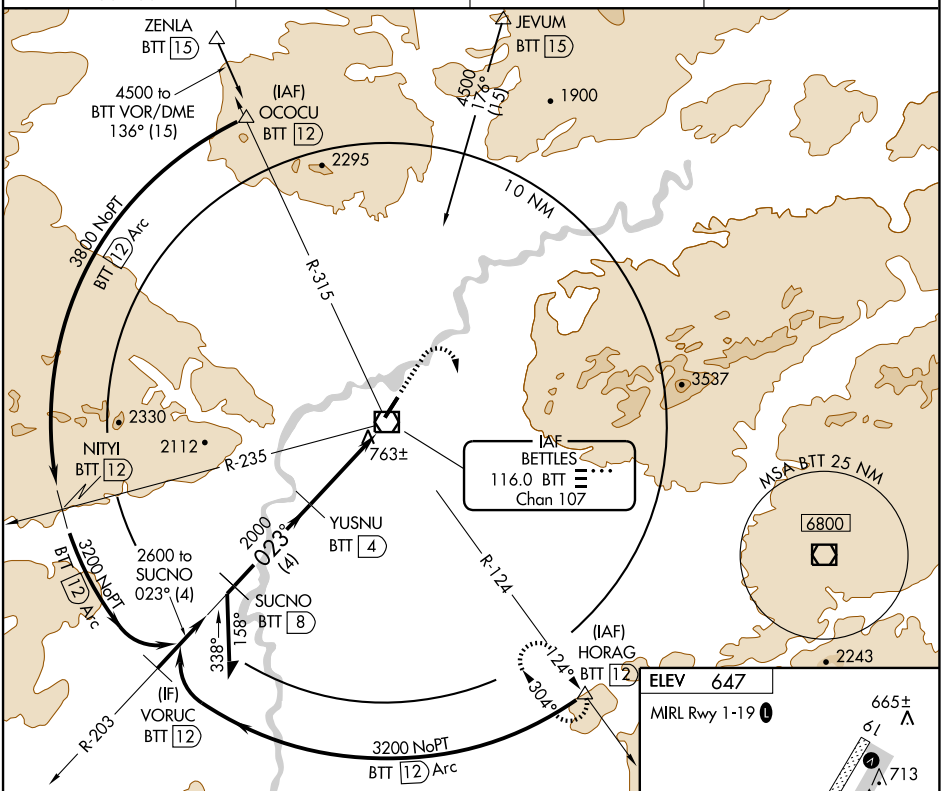
VOR/DME RWY 1
BETTLES (BTT)(PABT)

Circling not authorized east of Rwy 1-19. Inoperative table does not apply.

MALSR

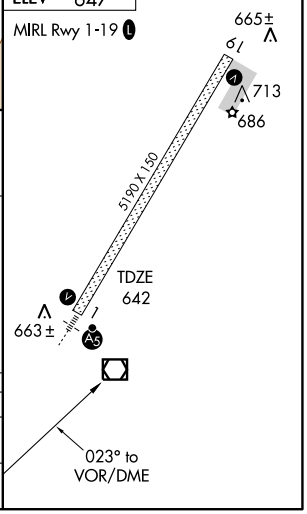
MISSED APPROACH: Climb to 1100 then climbing right turn to 3500 via BTT VOR/DME R-124 to HORAG/BTT 12 DME and hold

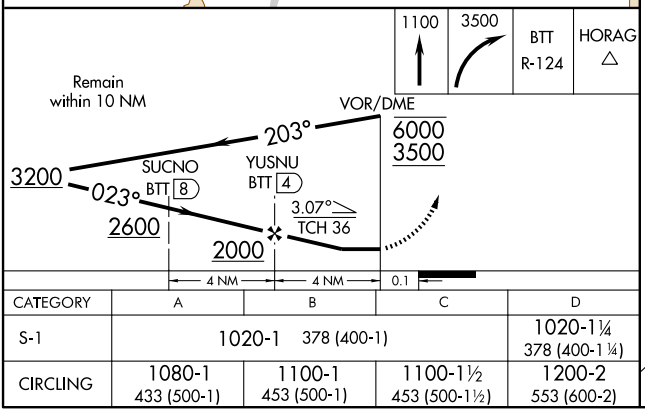
ASOS 135.450	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.20	CTAF 122.9 L



ELEV 647

MIRL Rwy 1-19 L





CATEGORY	A	B	C	D
S-1	1020-1 378 (400-1)			1020-1¼ 378 (400-1¼)
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **VOR LAKE WATERLANE SEAPLANE** (2A4) 2 SSE N66°53.96′ W151°28.29′ UTC−9(−8DT) **FAIRBANKS**

P 631 −41 14W–32W

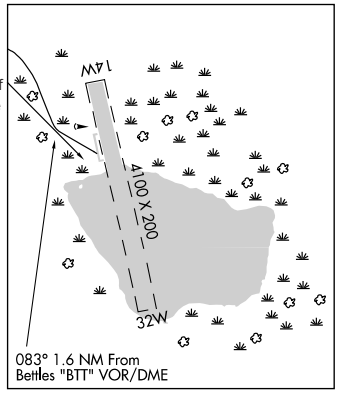
FUEL —(NC–100LL)

SEAPLANE REMARKS —Unattended. Be Alert: Waterlane condition not monitored, recommend visual inspection prior to using. Westerly winds cause downdrafts invof SPB. Rising terrain 1/4 NM west of lake. No public dock, grvl ramp only. Windsock near trees may be unreliable.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM BTT)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BIG DELTA N64°00.26′ W145°43.03′ **FAIRBANKS**

(H)ABVORTACW 114.9 BIG Chan 96 at Allen AAF. 1230/29E. **TWEB.** **H–1B, L–3B, 3E**

RCO—255.4 122.2 **(E)** (FAIRBANKS FSS)

§ **BIG LAKE** (BGQ) (PAGQ) 1 SE N61°32.17′ W149°48.83′ UTC−9(−8DT) **ANCHORAGE**

P 158 BL4 24(GVL) 07–25 **L–1A, 3D, 4G**

SERVICE —S4 **IAP**

AIRPORT REMARKS —Unattended. Rwy soft on both ends. Rwy cond not monitored recommend visual inspection prior to use. Be alert: Occasional ultra–light tfc. Be alert: Frost heave on rwy approximately 2200′. 190′ AGL lgtd twr 2 NM NE of arpt. Low flying aircraft in vcnty of approach to Big Lake VOR. Updraft off of rising hill on apch to Rwy 25. Rwy 07 +15′ road parallel to rwy end. NSTD markings Rwy 07 and Rwy 25 marked by reflective panels. Arpt has designated transient acft parking avbl. Transient acft parking is designated with green cones. ACTIVATE MIRL Rwy 07–25—122.8.

WEATHER DATA SOURCES —(TWEBⓐ BGQ 112.5) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANC)

Ⓡ **ANCHORAGE APP/DEP CON** —290.5 118.6

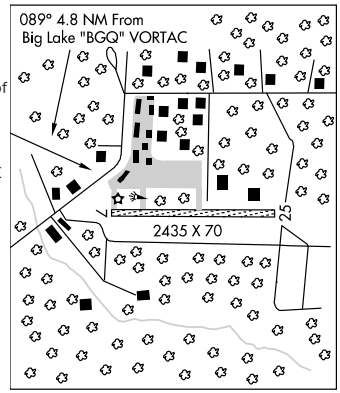
RADIO AIDS TO NAVIGATION

(H)ABVORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 090° 4.8 NM to Fld.160/25E. **TWEB.**

TACAN azimuth and DME unusable:

220°–240° byd 36 NM blw 7,500′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **BEAVER LAKE SEAPLANE** (D71) 4 NE N61°34.98′ W149°49.86′ UTC−9(−8DT) **ANCHORAGE**

150 −50 01W–19W

SEAPLANE REMARKS —Unattended. Limited public access to NE lake shore. No svc of any type avbl to tran acft. Watch for personal watercraft.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **BROCKER LAKE SEAPLANE** (6A7) 3 SE N61°28.91′ W149°46.39′ UTC−9(−8DT) **ANCHORAGE**

100 −12 ALL–WAY

SEAPLANE REMARKS—Unattended. No designated transient areas, multiple pvt docks.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS KENAI–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

RNAV (GPS) RWY 7

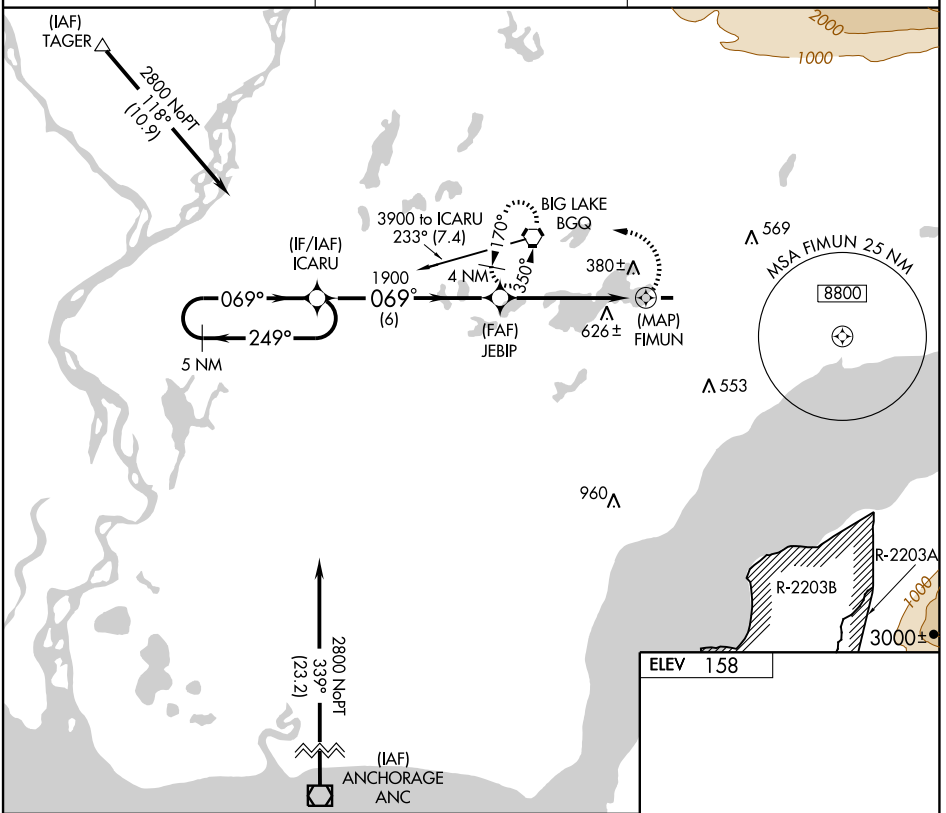
BIG LAKE (BGQ) (PAGQ)

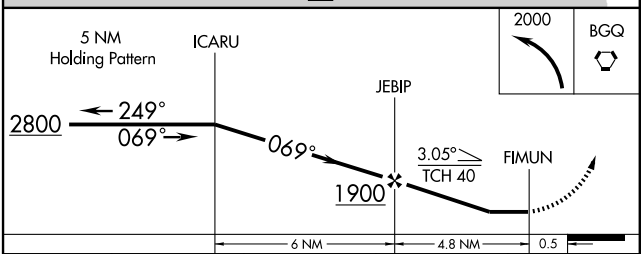
APP CRS	Rwy Idg	2435
069°	TDZE	158
	Apt Elev	158

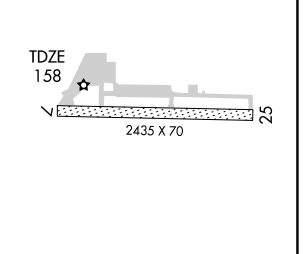
Procedure NA at night. DME/DME RNP-0.3 NA. Use Anchorage altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

ANCHORAGE ASOS	ANCHORAGE APP CON	CTAF
118.4	118.6 290.5	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	1000-1 842 (900-1)	1000-1¼ 842 (900-1¼)	1000-2½ 842 (900-2½)	NA
CIRCLING	1000-1 842 (900-1)	1000-1¼ 842 (900-1¼)	1000-2½ 842 (900-2½)	NA

MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

BIG LAKE (BGQ) (PAGQ)

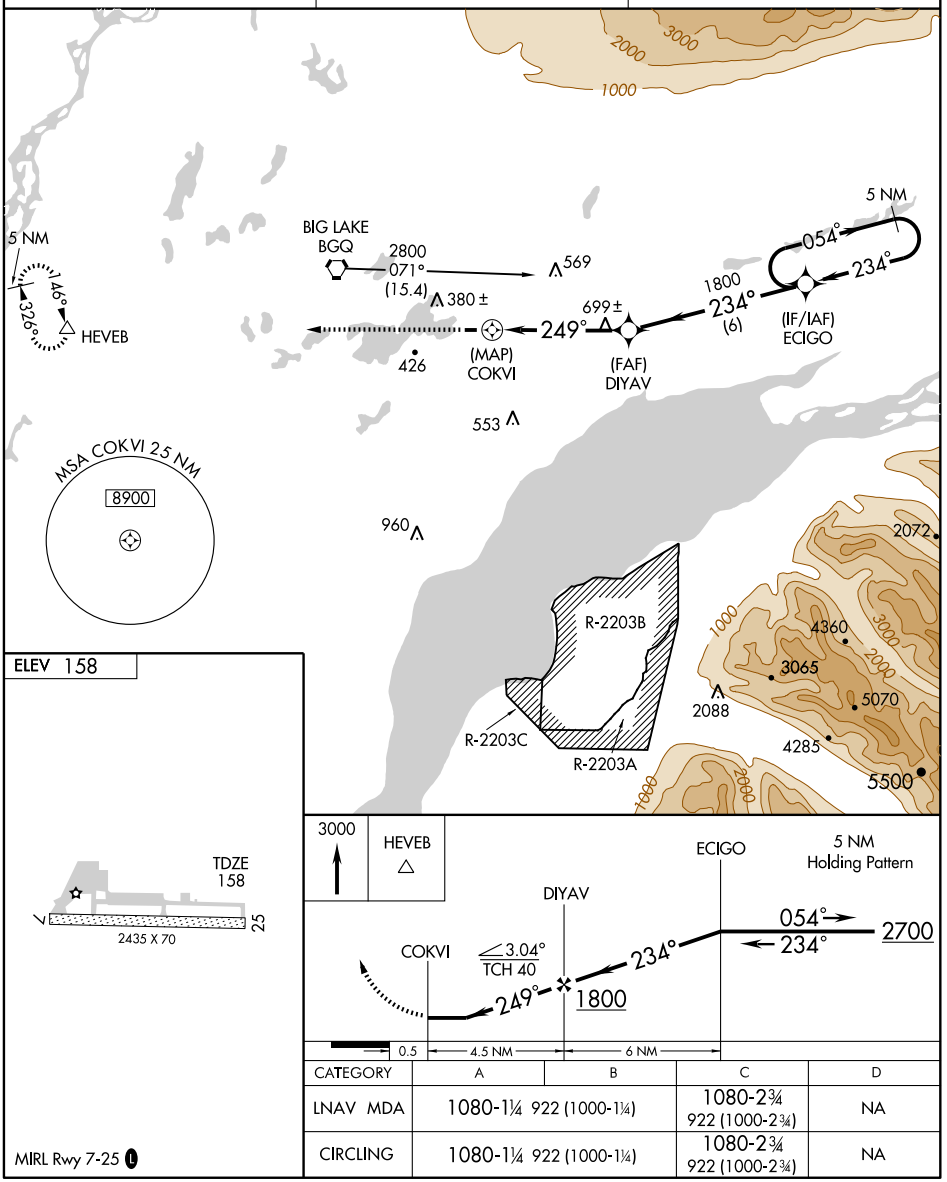
APP CRS	Rwy Idg	2435
249°	TDZE	158
	Apt Elev	158

NA

Procedure NA at night. DME/DME RNP-0.3 NA. Use Anchorage altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEVEB and hold.

ANCHORAGE ASOS	ANCHORAGE APP CON	CTAF
118.4	118.6 290.5	122.8 L



CATEGORY	A	B	C	D
LNAV MDA	1080-1¼ 922 (1000-1¼)		1080-2¾ 922 (1000-2¾)	NA
CIRCLING	1080-1¼ 922 (1000-1¼)		1080-2¾ 922 (1000-2¾)	NA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

VORTAC BGQ 112.5 Chan 72	APP CRS 090°	Rwy Idg 2435 TDZE 158 Apt Elev 158

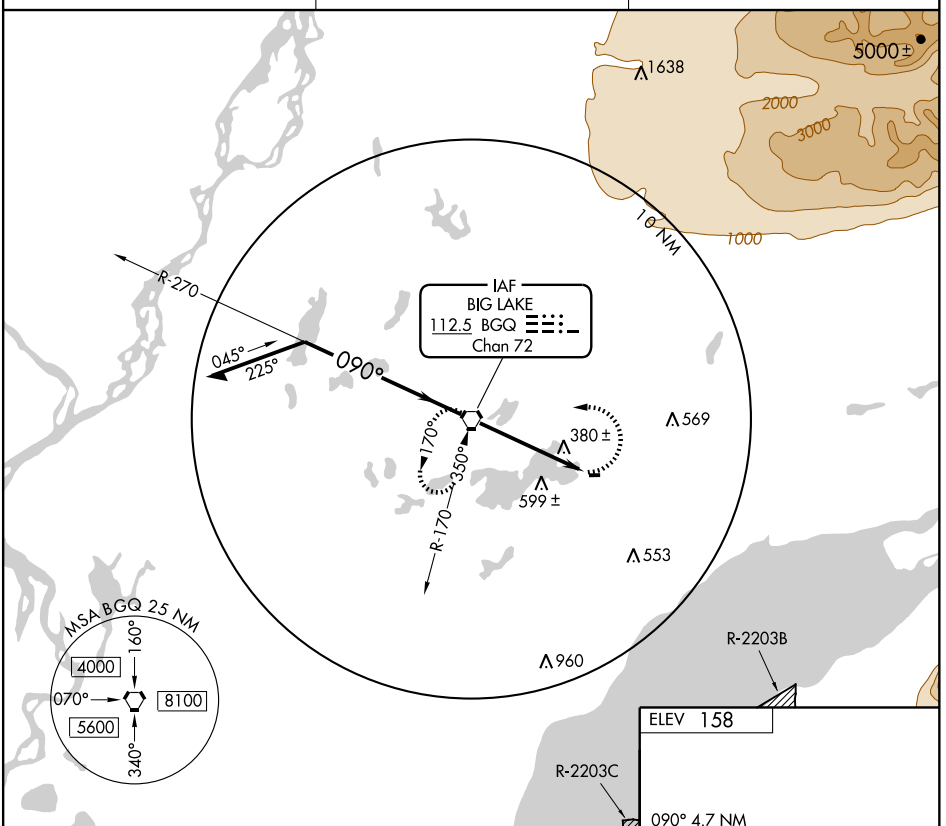
VOR RWY 7

BIG LAKE (BGQ) (PAGQ)

NA — Use Anchorage altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

ANCHORAGE ASOS	ANCHORAGE APP CON	CTAF
118.4	118.6 290.5	122.8 L



CATEGORY	A	B	C	D
S-7	980-1 822 (900-1)	980-1¼ 822 (900-1¼)	980-2½ 822 (900-2½)	NA
CIRCLING	980-1 822 (900-1)	980-1¼ 822 (900-1¼)	980-2½ 822 (900-2½)	NA

MIRL Rwy 7-25 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

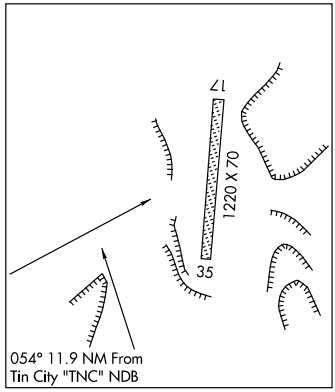
BUCK CREEK (AK98) 1 N N65°38.32′ W167°29.15′ UTC−9(−8DT) **NOME**

PVT 560 12(GVL) 17–35

AIRPORT REMARKS —Unattended. Land at own risk, arpt inactive, not maintained. Rwy marked by barrels. Arpt ½ mile N of abandoned mining camp. Arpt located on top of hill.

COMMUNICATIONS—(TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —LD call to Nome FSS dial 907–443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **BUCKLAND** (BVK) (PABL) 1 SW N65°58.89′ W161°08.95′ UTC−9(−8DT) **NOME**

P 31 BL4, 9 ① 32(GVL) 11–29 **L–4I**

IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy subject to turbulent crosswinds in summer months. Migratory waterfowl invof arpt spring through fall. ACTIVATE MIRL Rwy 11–29—CTAF. VASI Rwy 11 and Rwy 29 opr continuously. ①Rwy 11, TCH 25′. GS 3.0°. Rwy 29, TCH 29′. GS 3.5°.

WEATHER DATA SOURCES: (AWOS–3 135.15 907–494–2180) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM BVK OT CTC FAIRBANKS FAI)

RCO—122.3 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON—263.0 119.2

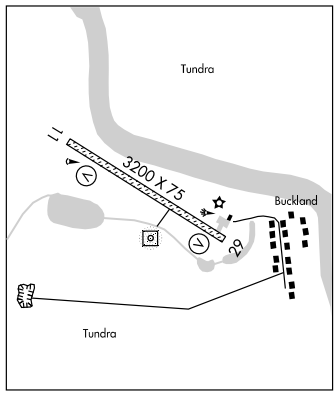
RADIO AIDS TO NAVIGATION

NDB(MHW/DME) 325 BVK Chan 78 N65°58.79′ W161°08.96′ At Fld. 24/15E.

DME unusable:

250°–260° byd 18 NM blw 4600′

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BULLEN POINT AIR FORCE STATION (Kaktovik) (8AK7) (PABU) 64 E N70°10.37′ **POINT BARROW**

W146°50.17′ UTC−9(−8DT) **L–4J**

AF 18 35(GVL) 15–33

AIRPORT REMARKS —Unattended. CLOSED TO PUBLIC, OFFICIAL USE ONLY. All aircraft operators shall obtain a PPR number at least 24 hrs prior to intended landing. US Air Force installation. All civil acft operators must submit civil aircraft landing permit (CALP) application IAW Air Force instruction 10–1001 (http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF operating instructions. Contact 611 AOS/AOO at DSN: 317–552–3636 or Com: (907) 552–3636 for PPR numbers and CALPs. Mail CALP application to: ATTN: 11AF Airfield Manager, 10471 20th Street, Suite 231, Elmendorf AFB AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. CAUTION: Rwy and helipad not maintained, condition unknown. Recommend visual inspection prior to landing.

COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

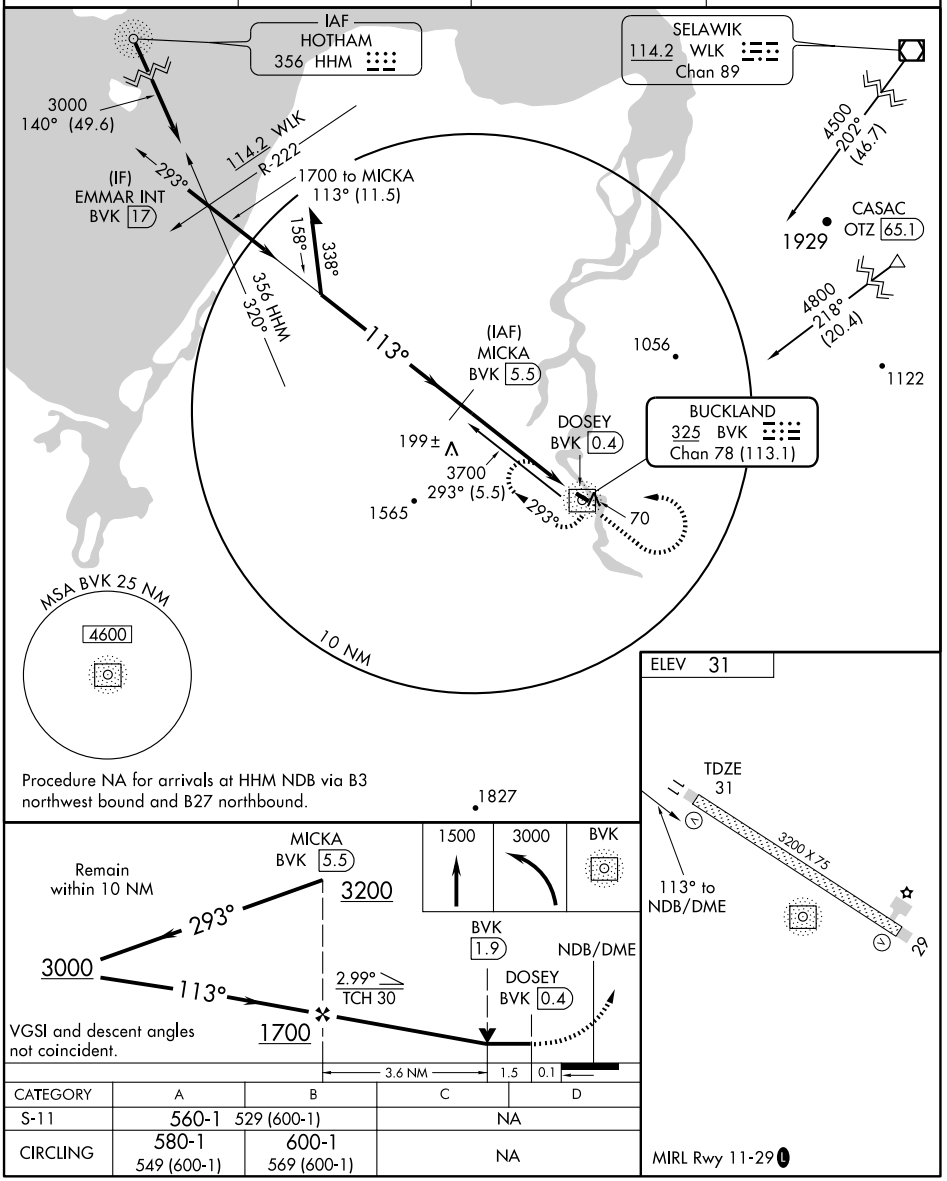
NDB/DME BVK	APP CRS	Rwy Idg	3200
325	113°	TDZE	31
Chan 78 (113.1)		Apt Elev	31

NDB/DME RWY 11
BUCKLAND (BVK)(PABL)

If local altimeter setting not received, use Selawik altimeter setting and increase all MDA's 120 feet. VDP NA when using Selawik altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BVK NDB/DME and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.15	119.2 263.0	122.3	122.9 L



CATEGORY	A	B	C	D
S-11	560-1 529 (600-1)		NA	
CIRCLING	580-1 549 (600-1)	600-1 569 (600-1)	NA	

MIRL Rwy 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME BVK 325 Chan 78 (113.1)	APP CRS 279°	Rwy Idg 3200 TDZE 31 Apt Elev 31

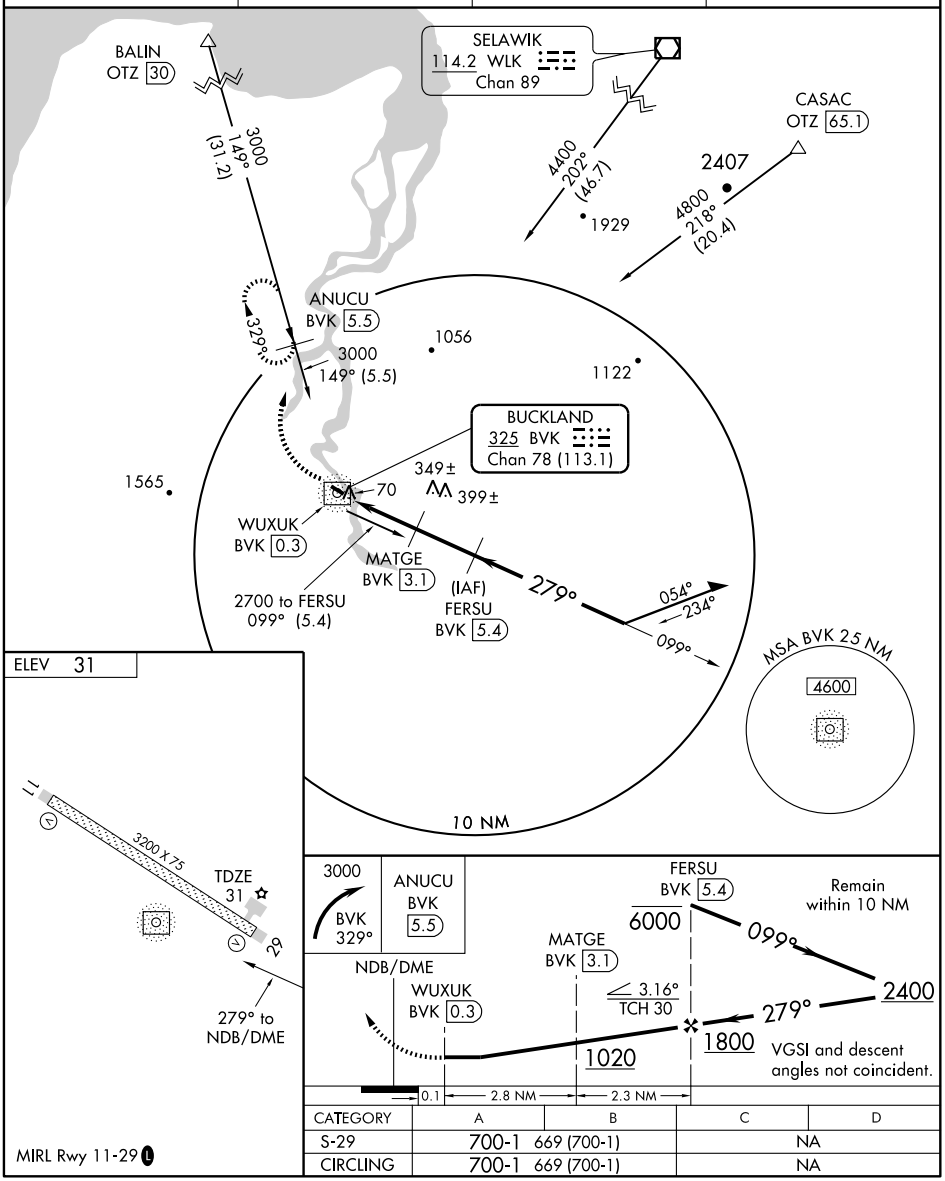
NDB/DME RWY 29

BUCKLAND (BVK)(PABL)

If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 via BVK NDB/DME BRG 329° to ANUCU/BVK 5.5 DME and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.15	119.2 263.0	122.3	122.9 L



CATEGORY	A	B	C	D
S-29	700-1 669 (700-1)		NA	
CIRCLING	700-1 669 (700-1)		NA	

MIRL Rwy 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3200
107°	TDZE	31
	Apt Elev	31

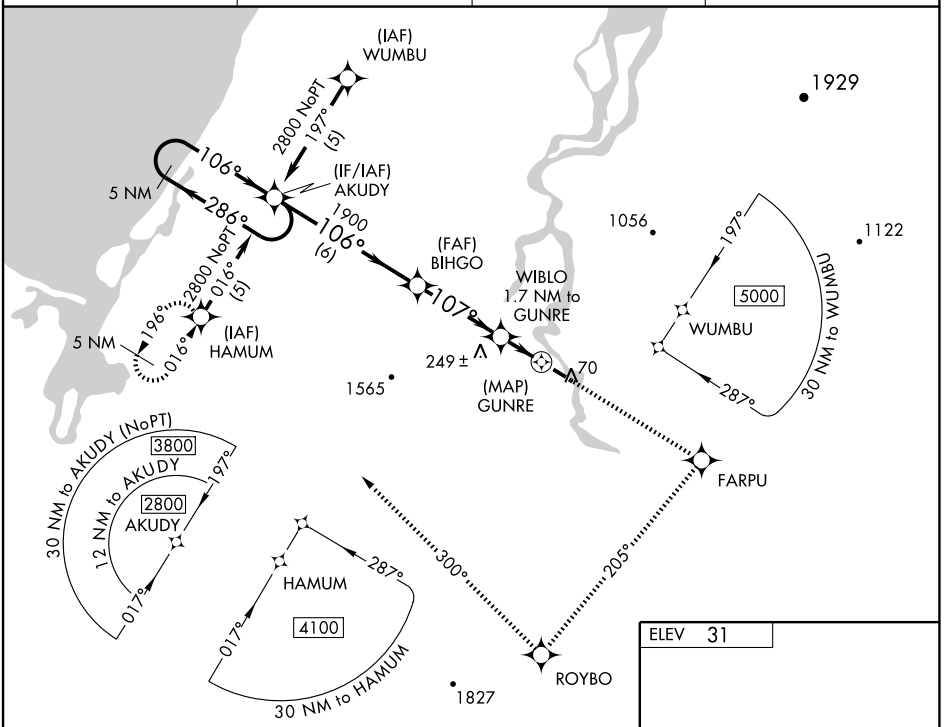
RNAV (GPS) RWY 11

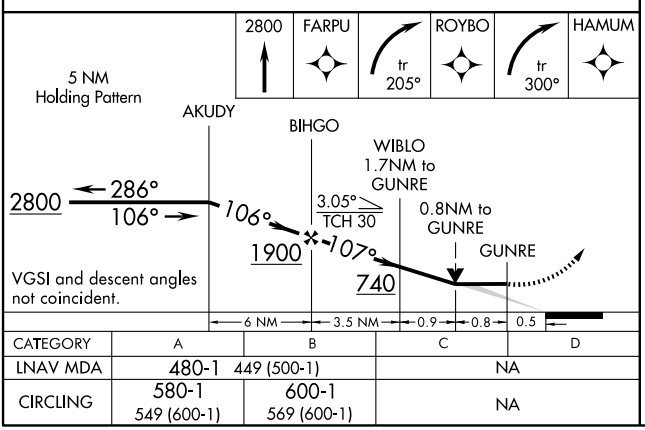
BUCKLAND (BVK)(PABL)

If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Selawik altimeter setting.

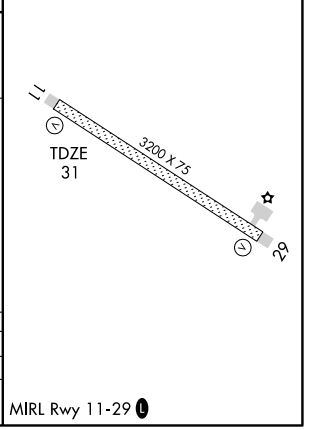
MISSED APPROACH: Climb to 2800 direct FARPU and right turn via 205° track to ROYBO and right turn via 300° track to HAMUM and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.15	119.2 263.0	122.3	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	480-1	449 (500-1)	NA	
CIRCLING	580-1 549 (600-1)	600-1 569 (600-1)	NA	



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 29

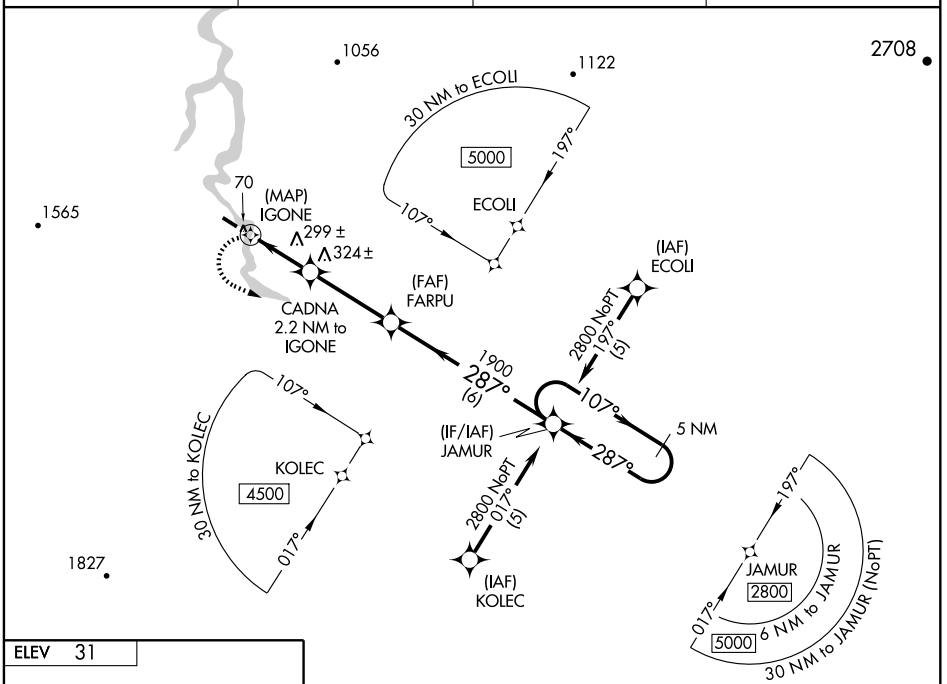
BUCKLAND (BVK)(PABL)

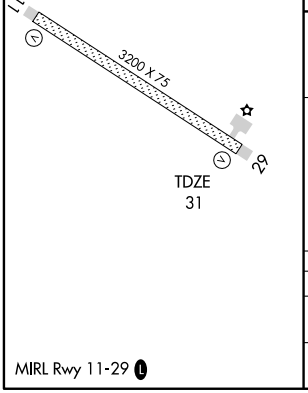
APP CRS	Rwy Idg	3200
287°	TDZE	31
	Apt Elev	31

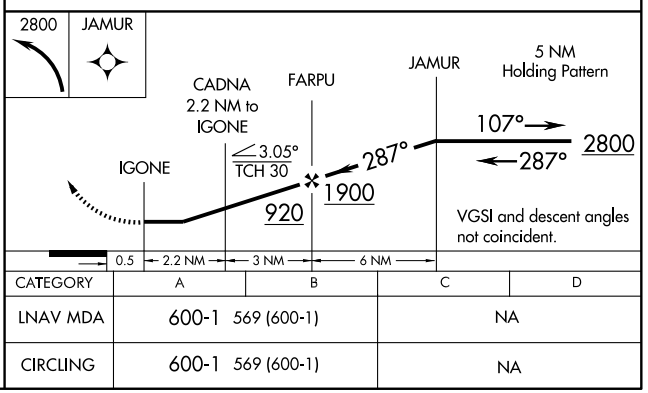
If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2800 direct JAMUR and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.15	119.2 263.0	122.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	600-1 569 (600-1)		NA	
CIRCLING	600-1 569 (600-1)		NA	

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **CAPE LISBURNE LRRS** (LUR) (PALU) 0 N N68°52.51′ W166°06.66′ UTC−9(−8DT) **CAPE LISBURNE**
AF 16 BL, 6, 12 ① 48(GVL) 08–26 **H–1A, L–4H**
AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡. **DIAP**
CLOSED weekends and holidays. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–9730/9637, C907–552–9730/9637. All acft operators shall obtain a PPR number at least 24 hrs prior to intended ldg. All civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10–1001 (http://www.e–publishing.af.mil/shared/media epubs/afi10–1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF Operating Instructions. Contact 611 AOS/AOO at DSN: 317–552–3636/5265 or COM: (907) 552–3636/5265 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street Suite 231 Elmendorf AFB AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mial: aklandingpermits@elmendorf.af.mil. For PPR call DSN: 317–552–9730 or COM: 907–552–9730. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. For permits call 907–552–7384/3636/5265. CAUTION: Rwy located at base of steep mountain. Mountain slopes in approach zone both ends of rwy. Threshold markers adj to rwy surface. CAUTION: Surface winds from 090° through 270° in excess of 10 kts (random winds in excess of 25 kts) may produce severe turbulence. CAUTION: Numerous bird nestings in the cliffs in vicinity of arpt. Establish radio contact as soon as possible prior to landing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. Rwy 26 rgt tfc. ACTIVATE HIRL Rwy 08–26, twy and ramp edge lgts, rwy hold/end lgts, distance remaining lgts, TDZE lighted panels in green at thlds, white at touchdown points, red at rwy end—126.2. PAPI & REIL opr 24 hours. Rotating bcn on request. ①Rwy 08, Rwy 26.

WEATHER DATA SOURCES—(AWOS–3 907–552–9730/9637 Ext 229).

COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM PALU OT CTC FAIRBANKS FAI)

RADIO —126.2 **(E)**

RCO —122.3 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON—363.25 119.65

RADIO AIDS TO NAVIGATION

NDB (HW/DME) 385 LUR Chan 20(Y) N68°52.27′ W166°04.59′ At Fld. /16E. NDB antenna obst light OTS indef.

NDB unusable:

132° 160° byd 10 NM blw 9,000′.

DME unusable:

360°–125° byd 20 NM 125°–287° byd 10 NM all alts.

125°–287° byd 5 NM blw 9,000′

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516. NDB no standby transmitter, may be shutdown without prior notice. DME channel 20(Y) paired with VHF freq 108.35. NDB antenna obstacle lgt OTS indef.

CAPE LISBURNE THREE RWY 8 DEPARTURE

ANCHORAGE CENTER APP/DEP CON
119.65 363.25
CAPE LISBURNE RADIO
126.2 (CTAF)

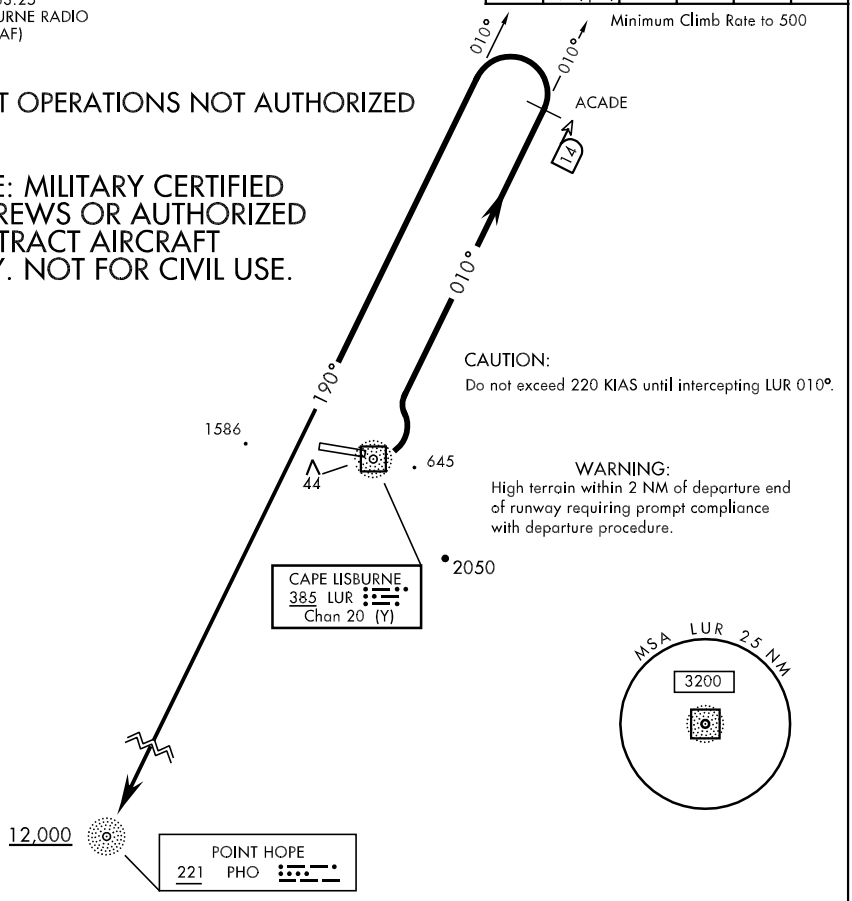
SL-2327 [USAF]

Rwy	Knots	60	120	180	240
8	V/V(fpm)	240	480	720	960

Minimum Climb Rate to 500

NIGHT OPERATIONS NOT AUTHORIZED

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Cross departure end of runway at or above 34′ AGL/50′ MSL. Turn left within ½ mile from departure end of runway and intercept LUR 010° outbound to ACADE (LUR 010°/14). At ACADE turn left and join PHO NDB 010° bearing inbound to PHO NDB. Cross PHO NDB at or above 12,000, or routing/altitude as assigned by ATC.

TAKE-OFF RWY 26: NOT AUTHORIZED

NDB DME ALPHA

NDB/DME LUR 385 Chan 20 (Y)	APCH CRS 226°	Rwy Idg 4805 THRE 16 Arpt Elev 16

[USAF] AL-2327

CAPE LISBURNE LRRS (PALU)

▼ * Circling not authorized S of Rwy 8-26.

MISSED APPROACH: Climbing right turn to 3200 to intercept LUR 046° M (228° G) bearing to GRAAY/12 DME and hold.

ANCHORAGE CENTER APP/DEP CON	CAPE LISBURNE RADIO
119.65 363.25	126.2 (CTAF)

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

NIGHT OPERATIONS NOT AUTHORIZED

Enter Initial Holding from East

LUR 20

046° M (228° G)

226° M (048° G)

046° M (228° G)

(IAF) GRAAY LUR 12

Max holding alt 8000

226° M (048° G)

238° M (060° G) 2.5 NM

TUNND LUR 6

T M

MV 16° E

GV 178° W

G

CAPE LISBURNE 385 LUR Chan 20 (Y)

1586

645

1775

1175

1524

2020

2034

2109

CAUTION:

High terrain to 1100' 0.8 NM South of NDB rising to 2000 within 6.5 NM.

10 NM

MSA LUR 2.5 NM

3200

EMERG SAFE ALT 100 NM 6700

3200 LUR 046° M

GRAAY LUR 12

GRAAY 12

046°

226°

3200

BIRDI 2

NDB/DME

TUNND 6

226° M (048° G)

1800

Fly visual to airport

238° M (060° G)

2.5 NM

2 NM

4 NM

HAT calculated from THRE.

ELEV 16

238° M (060° G) 2.5 NM from BIRDI

085° M

265° M

4805 x 135

(267° G)

(087° G)

26

P

THRE 16

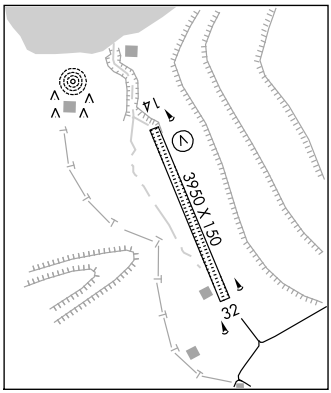
CATEGORY	A		B		C		D	
CIRCLING *	1320-2	1304	(1400-2)		1320-3	1304	(1400-3)	

REIL Rwy 08-26

AK, 23 SEP 2010 to 18 NOV 2010

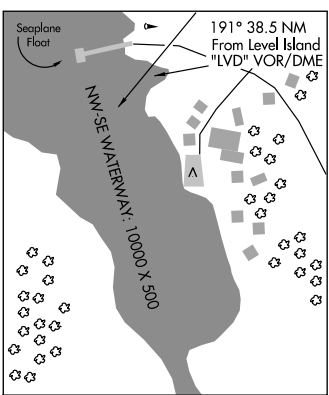
AK, 23 SEP 2010 to 18 NOV 2010

§ **CAPE NEWENHAM LRRS** (EHM) (PAEH) 1 SE N58°38.79′ W162°03.77′ UTC−9(−8DT) **KODIAK**
AF 541 *L②, *9 ①, *10 ① 39(GVL) 14–32 **L–2I, 3C**
AIRPORT REMARKS —Attended daylt hours. Normally attended 1700–2000‡ weekdays. CLOSED to the public. OFFICIAL BUSINESS ONLY. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–9419/9370, C907–552–9419/9370. Afld is CLOSED weekends and all federal hol. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. For permits 907–552–1448/4176, e–mail aklandingpermits@elmendorf.af.mil. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at http://www.e–publishing.af.mil/shared/media/epubs/AF110–1001.pdf. Mail CALP application to: Attn: 11AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy located on slope of 2305′ mountain. Approach from NW land Rwy 14 only. Takeoff Rwy 32 only. High terrain both sides and S end of rwy. Successful go-around improbable. Radome winds not always avbl. Rwy and parking apron on 7.9% grade. Last 200′ of Rwy 14 may contain parked acft. Establish radio contact as soon as possible prior to landing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. ①Rwy 14. ②Radio request on 126.2.



WEATHER DATA SOURCES—(AWOS–3 (907) 552–9419/9370 Ext 8).
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KENAI ENA–NOTAM PAEH)
RADIO —126.2 **(E)**
RCO —122.3 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—251.1 124.2
RADIO AIDS TO NAVIGATION
NDB (HW/DME) 385 EHM Chan 18(Y) N58°39.41′ W162°04.29′ At Fld. /15E. No standby beacon transmitter.
DME portion unusable:
050°–169° byd 10 NM blo 7,000′ 225°–293° byd 10 NM blo 7,000′
170°–224° all alt and distances 294°–320° byd 30 NM
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial –1–866–864–1737.

CAPE POLE SEAPLANE (Z71) 0 W N55°57.98′ W133°47.80′ UTC−9(−8DT) **KETCHIKAN**
00 –100 NW–SE
SEAPLANE REMARKS —Unattended. No longer used as logging/seaplane operations. There is line across inlet at float. Operating area in Fishermans Harbor. Rocks in entrance. Heavy seas are frequent.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

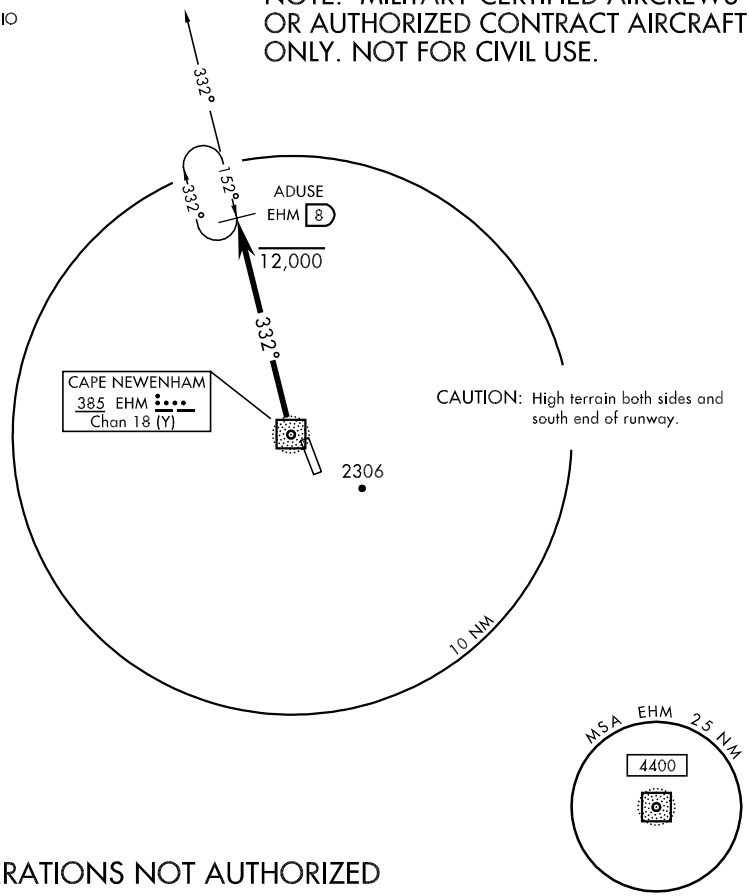


CAPE NEWENHAM TWO
RWY 32 DEPARTURE

CAPE NEWENHAM (PAEH)
CAPE NEWENHAM, ALASKA

ANCHORAGE CENTER
124.2 251.1
CAPE NEWENHAM RADIO
126.2 (CTAF)

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.



NIGHT OPERATIONS NOT AUTHORIZED

DEPARTURE ROUTE DESCRIPTION

RWY 32: Climb on track 332° bearing outbound to ADUSE (EHM 332°/08 DME). At ADUSE continue climb to 5000 or ATC assigned altitude/MEA before proceeding on course. Climb in holding at ADUSE approved.

RWY 14: Departure Not Authorized.

AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME RWY 14

NDB/DME EHM	APCH CRS	Rwy Idg	3950
385 Chan 18 (Y)	177°	THRE	318
		Arpt Elev	541

AL-2235 [USAF]

CAPE NEWENHAM LRRS (PAEH)

MISSED APPROACH: Climbing right turn to 3900 to direct EHM R-357/12 DME (ELPEE) and hold. Climb in holding authorized.

ANCHORAGE CENTER	CAPE NEWENHAM RADIO
124.2 251.1	126.2

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

NIGHT OPERATIONS NOT AUTHORIZED

CAUTION:
1. Rwy located on slope of 2306' mountain. Approach from NW only, land Rwy 14 only. High terrain both sides and S end of Rwy.

EHM 20

357°

177°

Max holding alt 8000

(IAF) ELPEE EHM 12

JENEL EHM 6

170° 2.1 NM

MSA EHM 2.5 NM

4400

CAPE NEWENHAM 385 EHM Chan 18 (Y)

CAUTION: Successful go-around improbable if initiated past the MAP.

10 NM

EMERG SAFE ALT 100 NM 6900

1887 1707 1546 1565 1131 1045 960 1170 1335 2306

3900 brg 357° ELPEE EHM 12

ELPEE 12 357° 20 177° 3900

JENEL 6 177°

CILAS 2

NDB/DME

2000

Fly visual to airport 170° 2.1 NM

HAT calculated from THRE.

2 NM 4 NM

ELEV 541

170° 2.1 NM from CILAS

THRE 241

7.9% up

3950 x 150

ELEV 541

REIL Rwy 14

Land Rwy 14 tkof Rwy 32

CATEGORY	A	B	C	D
S-14	1200-2 959 (700-2)		1200-3 959 (700-3)	
CIRCLING	NOT AUTHORIZED			

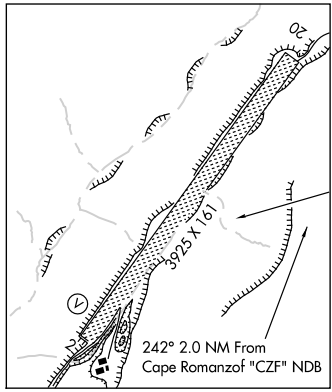
AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **CAPE ROMANZOF LRRS** (CZF) (PACZ) 6 SE N61°46.91′ W166°02.22′ UTC−9(−8DT) **BETHEL**

AF 464 L, 9 ①, 10 ② 39(GVL) 02–20 **L–3B**

AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–2372/2869, C907–552–2372/2869. Afld is CLOSED weekends and all federal hol. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at:http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy located on side of 2100′ mountain. Rwy 02 slope 2.3% up NE. Approach from SW, land Rwy 02 only. Takeoff Rwy 20 only. High terrain both sides and N end of rwy. Successful go-around improbable. CAUTION: Winds in excess of 20 kts may produce severe turbulence. Due to terrain, winds from 070° to 150° may be stronger than reported winds. Daylight operations only. BE ALERT: Possibly large numbers of 'Glaucous Gulls' may be present in the area of Cape Romanzof LRRS airfield during early to mid June. Also Canada geese and tundra swans during mid Aug. to early Sept. The increased bird and gull activity is in addition to the bird activities in the Risk Analysis of Wildlife Hazards to acft at Cape Romanzof. Diligence by all personnel is recommended throughout the season. During lcl commercial and subsistence herring fishery activities, gulls have been observed in high numbers (500–1,000) on the beach blo the apch to the rwy. BE ALERT: Sharp dropoff west side of rwy. Restricted 180° turns to north end of rwy at apron area. CAUTION: Non-standard airfield markings. Establish radio contact as soon as possible prior to landing. CAUTION: Windsock lctd at the NW end of rwy at rwy edge 18′ high. Use caution when taxiing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. ①Rwy 02, GS 2.5°. ②Rwy 02. **DIAP**



WEATHER DATA SOURCES—(AWOS–3 907–552–2869/2372 Ext 229).

COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KENAI ENA–NOTAM PACZ)

RADIO —126.2 **(E)**

RCO —122.1 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON—226.8 132.5

RADIO AIDS TO NAVIGATION

NDB (HW/DME) 275 CZF Chan 114(Y) N61°47.44′ W165°58.18′ 242° 2.0 NM to Fld./13E.

NDB unusable:
065°–095° beyond 35 NM blw 4000′.

DME unusable:
161°–210° beyond 10 NM blw 9000′
265°–160° all distances and alts.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial –1–866–864–1737. NDB may be shutdown without prior notice, no standby beacon transmitter. Freq 116.75 is paired with DME channel 114(Y).

KENAI RADIO
122.1
UNICOM
126.2 (CTAF)
ANCHORAGE CENTER
132.5 226.8

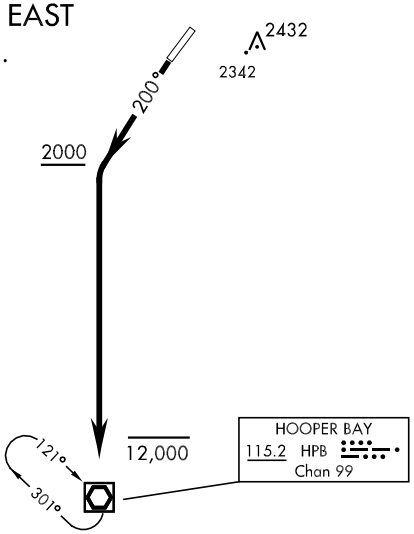
SL-2326 [USAF]

MILITARY CERTIFIED
OR AUTHORIZED
AIRCRAFT ONLY.

NOT FOR CIVIL USE.

Night operations not authorized.

CAUTION: TERRAIN RISES RAPIDLY
WEST, NORTH, AND EAST
OF CENTERLINE.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 20: Climb on track 200°, upon passing 2000, turn left direct HPB VOR, enter holding and climb to the MEA for assigned routing.

TAKE-OFF RWY 02: Departures not authorized.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME RWY 2

NDB CZF	APCH CRS	Rwy Idg / TDZE / Arpt Elev
275	046°	3990 / 397 / 464

AL-2326 [USAF]

CAPE ROMANZOF LRRS (PACZ)

MISSED APPROACH: Climb left to 3600 to intercept CZF 226° bearing to MOTRS/12 DME and hold.

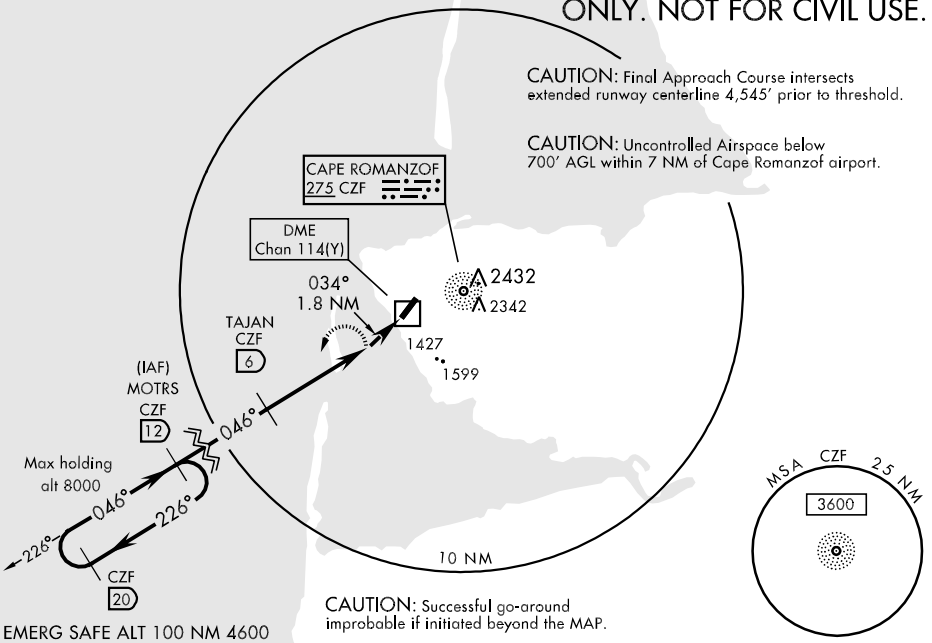
ANCHORAGE CENTER	UNICOM	KENAI RADIO
132.5 226.8	126.2 (CTAF)	122.1

NOTE: MILITARY CERTIFIED AIRCREW OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

Night Operations are Not Authorized.

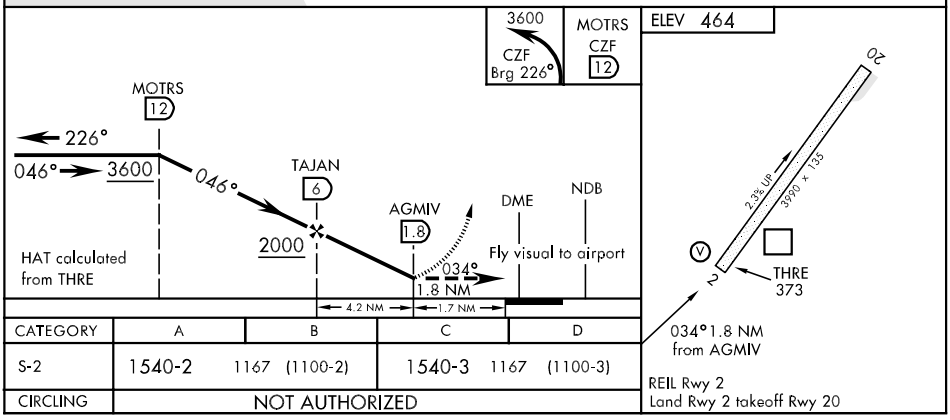
CAUTION: Final Approach Course intersects extended runway centerline 4,545' prior to threshold.

CAUTION: Uncontrolled Airspace below 700' AGL within 7 NM of Cape Romanzof airport.



EMERG SAFE ALT 100 NM 4600

CAUTION: Successful go-around improbable if initiated beyond the MAP.



CATEGORY	A	B	C	D
S-2	1540-2 1167 (1100-2)		1540-3 1167 (1100-3)	
CIRCLING	NOT AUTHORIZED			

REIL Rwy 2
Land Rwy 2 takeoff Rwy 20

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **CENTRAL** (CEM) (PACE) 0 NNE N65°34.44′ W144°46.85′ UTC−9(−8DT) **DAWSON**

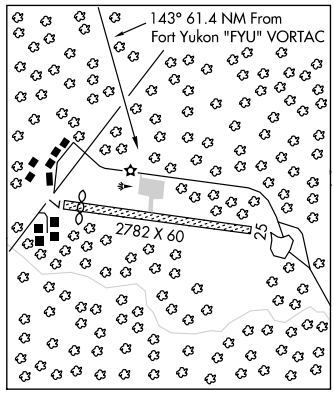
P 937 BL4 28(GVL) 07–25 ①

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Grass on rwy sfc up to 12″ tall. Snow removal ops during winter monitor—CTAF. Rwy 07 dsplcd thld marked with blue lgts and reflectors. ACTIVATE MIRL Rwy 07–25—CTAF. ①Rwy 07 thld displaced 121′.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM CEM)

SUAIS —125.3 (1–800–758–8723)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. When avbl Wx reports hourly only.



§ **CHALKYITSIK** (CIK) (PACI) 0 SW N66°38.70′ W143°44.40′ UTC−9(−8DT) **DAWSON**

H–1B, L–4J

IAP

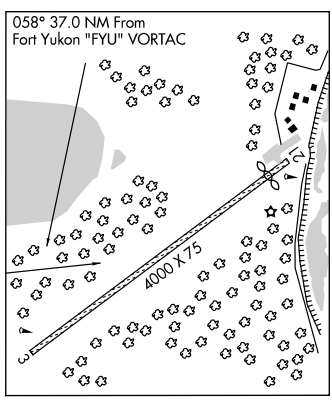
P 544 BL4 40(GVL) 03–21①

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 03 slope 0.5% up NE. Snow removal ops dur winter, monitor CTAF. Rwy 21 dsplcd thld marked with lgts and reflectors. ACTIVATE MIRL Rwy 03–21—CTAF. ①Rwy 21 thld dsplcd 500′.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

ANCHORAGE CENTER APP/DEP CON —225.4 135.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHANDALAR CAMP

§ **CHANDALAR SHELF** (5CD) 0 W N68°03.93′ W149°34.78′ UTC−9(−8DT) **POINT BARROW**

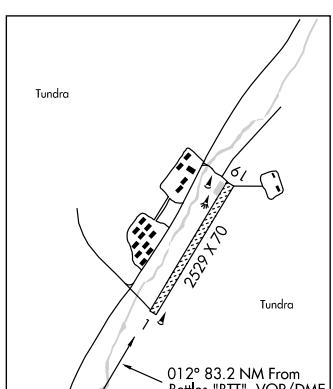
P 3222 25(GVL) 01–19

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Bear on and invof rwy. Arpt lctd in mountain valley high terrain in all quads causing turbulent winds. Grass growing in rwy edges.

WEATHER DATA SOURCES—(WX CAM).

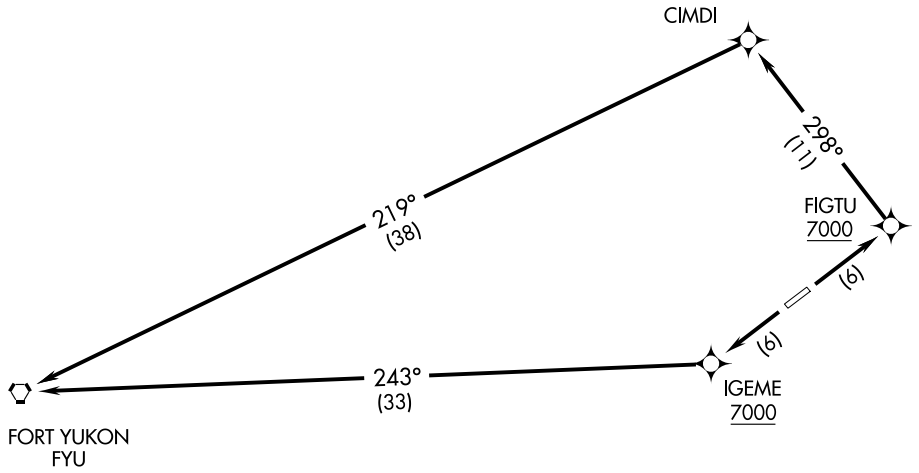
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



FORTU ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
135.0 225.4
CTAF
122.9
FORT YUKON AWOS-3
125.8



TAKE-OFF MINIMUMS:
Rwy 3, 21: Standard.

NOTE:
1. GPS Required
2. RNAV 1

TAKE-OFF OBSTACLES:

Rwy 3: Tree 330′ from DER, 355′ left of centerline, 15′ AGL/564′ MSL.
Tree 1291′ from DER, 191′ right of centerline, 15′ AGL/564′ MSL.
Rwy 21: Tree 237′ from DER, 92′ left of centerline, 15′ AGL/564′ MSL.
Tree 692′ from DER, 346′ left of centerline, 15′ AGL/564′ MSL.
Tree 909′ from DER, 472′ right of centerline, 15′ AGL/564′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 7000 or ATC assigned higher altitude direct FIGTU and via track 298° to CIMDI, and via track 219° to FYU VORTAC.

TAKE-OFF RUNWAY 21: Climb to 7000 or ATC assigned higher altitude direct IGEME and via track 243° to FORT YUKON VORTAC.

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
027°	TDZE	538
	Apt Elev	544

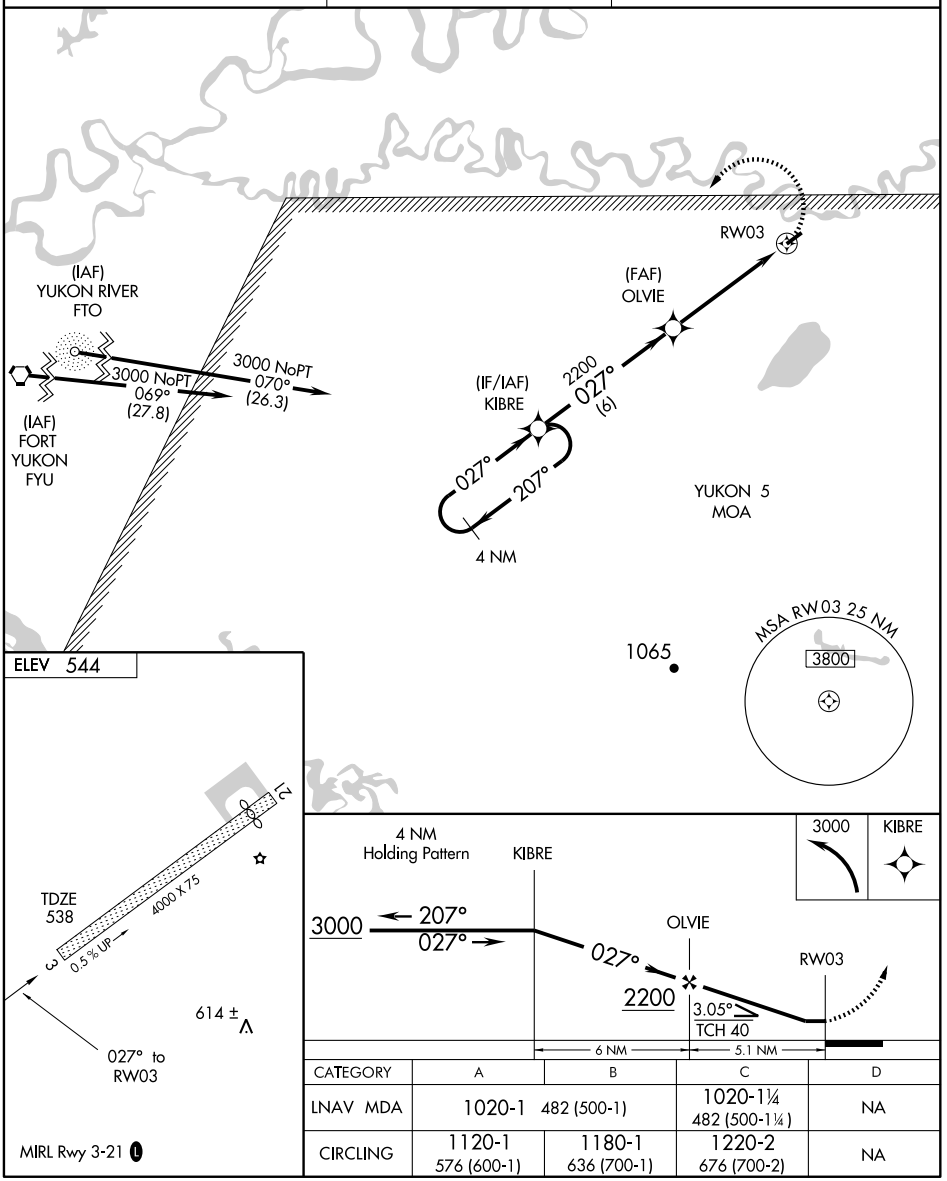
RNAV (GPS) RWY 3
CHALKYITSIK (CIK) (PACI)

DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3000 direct KIBRE and hold.

FORT YUKON AWOS-3	ANCHORAGE CENTER	CTAF
125.8	135.0 225.4	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1020-1 482 (500-1)		1020-1¼ 482 (500-1¼)	NA
CIRCLING	1120-1 576 (600-1)	1180-1 636 (700-1)	1220-2 676 (700-2)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

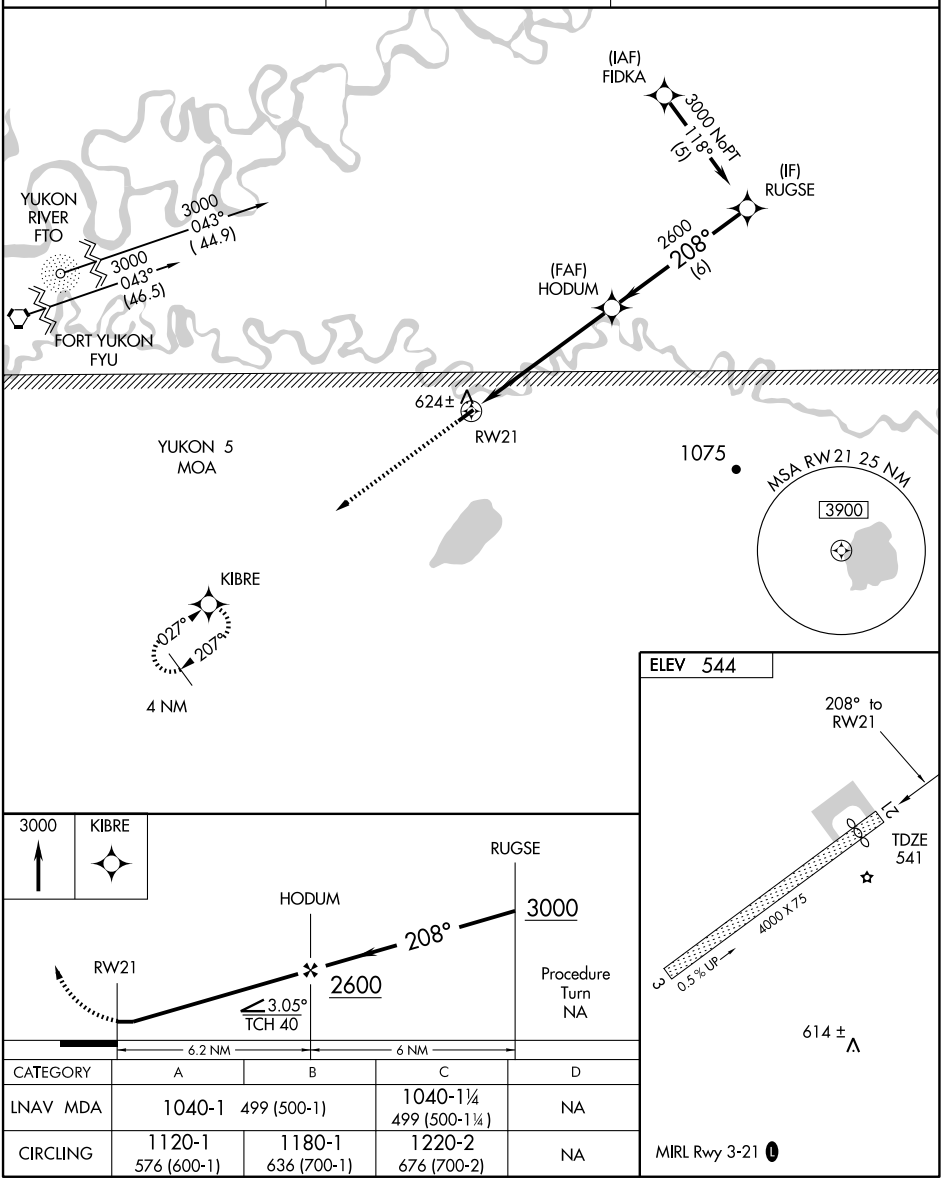
APP CRS	Rwy Idg	3500
208°	TDZE	541
	Apt Elev	544

RNAV (GPS) RWY 21
CHALKYITSIK (CIK) (PACI)

DME/DME RNP-0.3 NA.
NA Use Fort Yukon altimeter setting.

MISSED APPROACH: Climb to 3000 direct KIBRE and hold.

FORT YUKON AWOS-3	ANCHORAGE CENTER	CTAF
125.8	135.0 225.4	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 499 (500-1)		1040-1¼ 499 (500-1¼)	NA
CIRCLING	1120-1 576 (600-1)	1180-1 636 (700-1)	1220-2 676 (700-2)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

CHENA N64°50.32′ W147°29.71′ **FAIRBANKS**
NDB(ABH) 257 CUN 247° 3.1 NM to Ladd AAF. 587/21E. **TWEB.** **H–1B, L–3A, 3D, 4J**

CHENA HOT SPRINGS (AK13) 0 E N65°03.11′ W146°02.85′ UTC−9(−8DT) **FAIRBANKS**
PVT 1195 30(GVL) 08–26 **L–3B, 4J**

AIRPORT REMARKS —Unattended. PPR call 907–451–8104 extn 1909 or 1905. Be alert strong crosswinds. Rwy not maintained and condition not monitored. Loose 3″ rocks on sfc and some 12″ ruts along rwy. Windsock may be unreliable. Recommend visual inspection prior to use. Rapidly rising terrain all quadrants surrounding arpt. Animals and machinery on rwy. Ultralights prohibited, arpt not for commercial use; no hunting and no passenger pickup or drop–off allowed. Rwy 08–26 slopes downhill 3% from E to W. Rwy 08 thlds marked with orange cones. Rwy 08–26 ends marked with orange panels.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723)

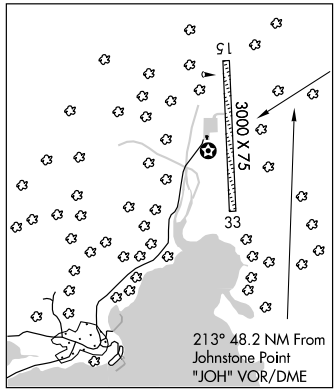
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **CHENEGA BAY** (CØ5) (PFCB) 1 NE N60°04.64′ W147°59.51′ UTC−9(−8DT) **SEWARD**
72 BL4 30(GVL) 15–33 **L–1A, 3D, 4G**

AIRPORT REMARKS —Unattended. Rapidly rising terrain in north, east and west quads. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. Rwy 15–33 shoulders and safety areas soft when wet. Water ponds in safety areas at both ends. Rwy 15–33 marked with reflective cones. ACTIVATE MIRL Rwy 15–33 and rotating bcn.—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM CDV)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



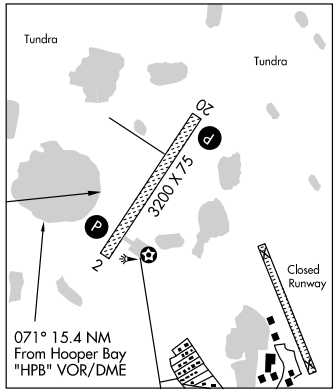
§ **CHEVAK** (VAK) (PAVA) 1 N N61°32.45′ W165°35.05′ UTC−9(−8DT) **BETHEL**
P 75 BL4, 10①, 12② 32(GVL) 02–20 **L–3B**
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02 slope 0.4% up NE. Strong crosswinds at this locations. Rwy 02–20 used as road. First 200′ of Rwy 02 rough. Wind indicator may be unreliable. Nonstandard white flashing Rot bcn. ACTIVATE MIRL Rwy 02–20, and rotating bcn—122.8. ACTIVATE REIL and PAPI Rwy 02 and Rwy 20—CTAF. ①Rwy 02, Rwy 20. Rwy 02 GA 3.0°. Rwy 20 GA 3.0°.

WEATHER DATA SOURCES—(AWOS–3 120.625 907–858–7600) (WX CAM).

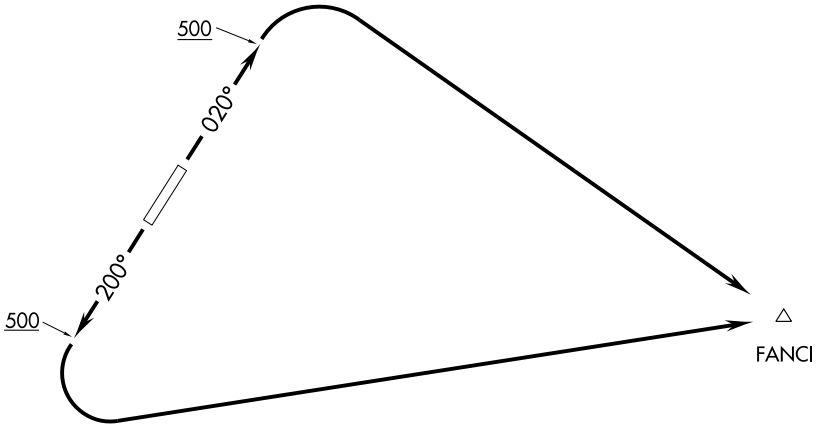
COMMUNICATIONS—(CTAF 123.0) (UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM VAK) ANCHORAGE CENTER APP/DEP CON —124.5

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



FANCI ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.5 226.8
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwys 2, 20: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES:
Rwy 2: Vegetation beginning 76′ from DER, 210′ left of centerline, up to 15′ AGL/89′ MSL.
Rwy 20: Vegetation beginning 71′ from DER, 231′ left of centerline, up to 15′ AGL/89′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 020° to 500 then right turn to 2000 or ATC assigned higher altitude, direct FANCI.
TAKE-OFF RWY 20: Climb heading 200° to 500 then left turn to 2000 or ATC assigned higher altitude, direct FANCI.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

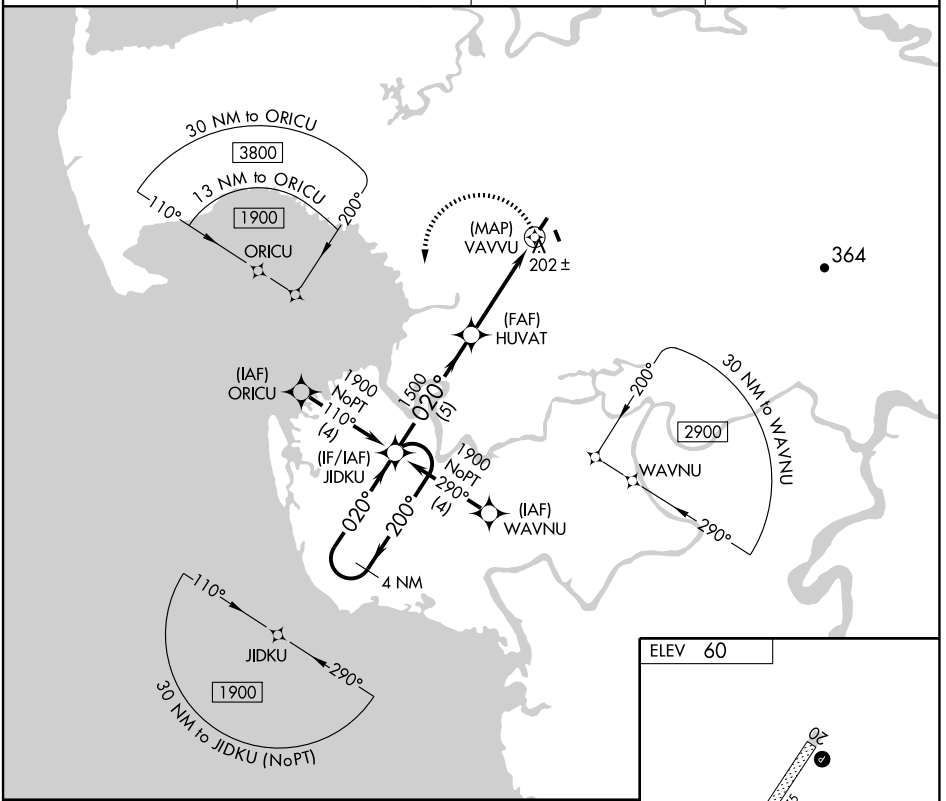
APP CRS	Rwy Idg	3200
020°	TDZE	47
	Apt Elev	60

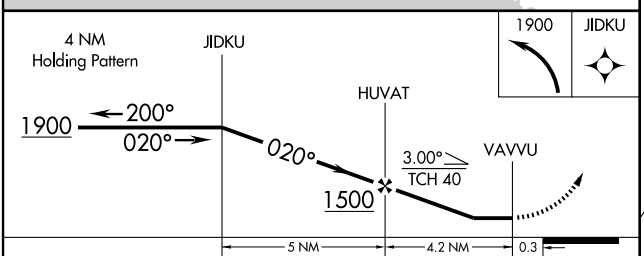
RNAV (GPS) RWY 2
CHEVAK (VAK)(PAVA)

Procedure NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDAs 60 feet.

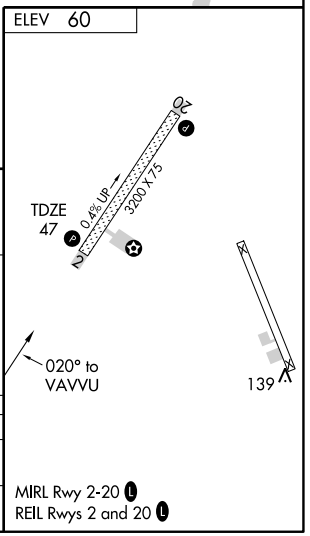
MISSED APPROACH: Climbing left turn to 1900 direct JIDKU and hold.

AWOS-3	ANCHORAGE CENTER	UNICOM	CTAF
120.625	124.5 226.8	122.8	123.0 L





CATEGORY	A	B	C	D
LNAV MDA	460-1	413 (400-1)	NA	
CIRCLING	520-1	460 (500-1)	NA	



MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3200
200°	TDZE	47
	Apt Elev	60

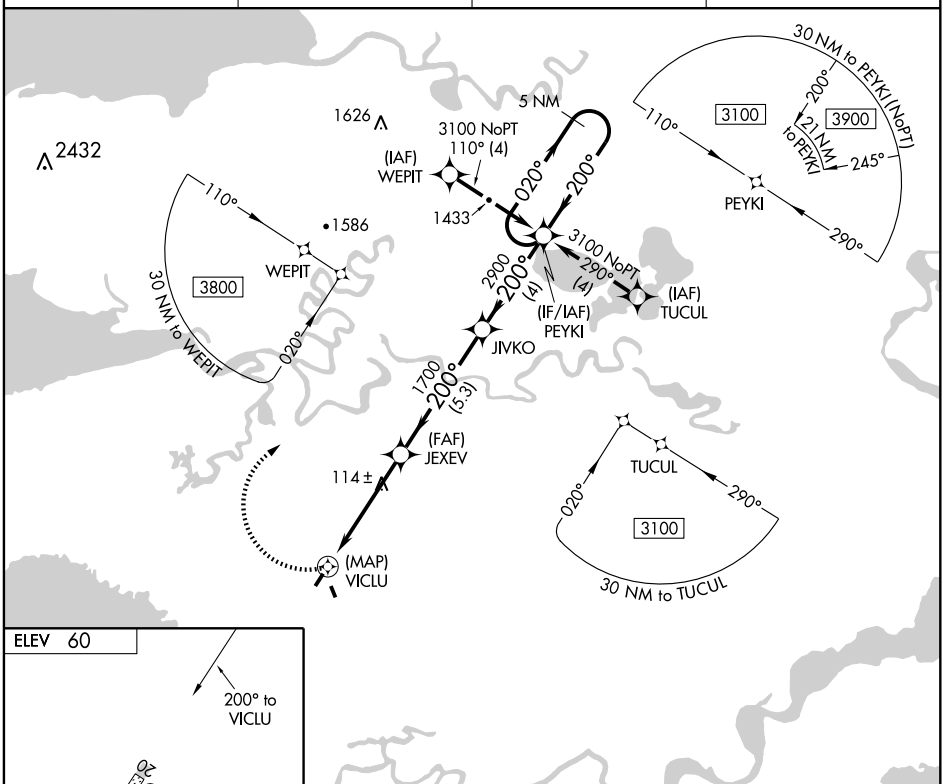
RNAV (GPS) RWY 20

CHEVAK (VAK)(PAVA)

Procedure NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDAs 60 feet.

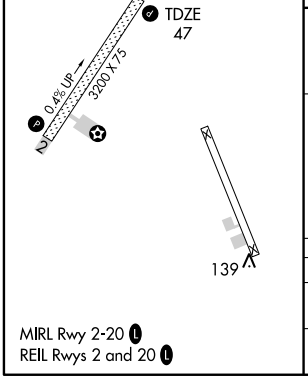
MISSED APPROACH: Climbing right turn to 3100 direct PEYKI and hold.

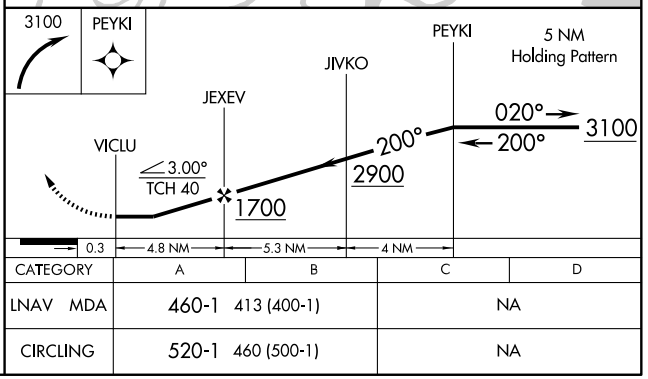
AWOS-3	ANCHORAGE CENTER	UNICOM	CTAF
120.625	124.5 226.8	122.8	123.0 L



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	460-1 413 (400-1)		NA	
CIRCLING	520-1 460 (500-1)		NA	

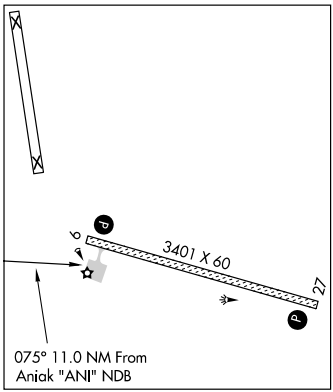
§ **CHUATHBALUK** (9A3)(PACH) 1 NE N61°34.74′ W159°12.94′ UTC−9(−8DT) **McGRATH**
P 244 BL10①, 12② 34(GVL) 09–27 **L–3C**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored recommend visual inspection prior to use. Rwy slopes downhill 1.52%. Rwy 09 trees along each side of rwy and in the apch. Rwy 09–27 twys and ramps have dips and ruts. ACTIVATE MIRL Rwy 09–27, REIL Rwy 09 and Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF. ①Rwy 9 & Rwy 27 ②Rwy 09, TCH 26′. GS 3.0°. Rwy 27, TCH 25′. GS 3.0°.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ANI)
ANCHORAGE CENTER APP/DEP CON—251.05 118.15

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



CHUGIAK

HILLTOP (AK24) 3 N N61°25.09′ W149°26.34′ UTC−9(−8DT) **ANCHORAGE**
PVT 420 14(TURF) 03–21

AIRPORT REMARKS —Unattended. Rwy 03–21 narrow with bldgs, trees and activity close to the rwy. Rwy not maintained. Visually inspect prior to lndg.

COMMUNICATIONS—(UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

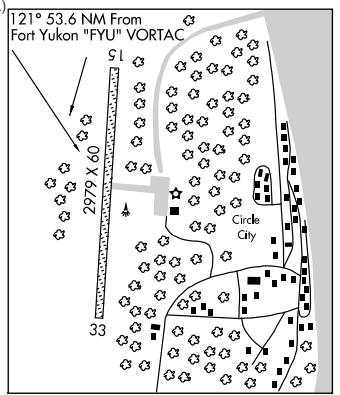
CIRCLE

§ **CIRCLE CITY (NEW)** (CRC)(PACR) 0 W N65°49.68′ W144°04.57′ UTC−9(−8DT) **DAWSON**
P 613 BL4 30(GVL) 15–33 **FUEL** —(NC–100LL)

AIRPORT REMARKS —Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter–monitor CTAF. Rwy 15–33 edges overgrown—grass 4 to 6″. Gravel berms up to 1′ high near lgts and rwy ends. Rwy 15–33 thlds marked with reflective panels. 100LL avbl off of arpt. Ctc 122.9 for details. Segmented circle overgrown. ACTIVATE MIRL Rwy 15–33—CTAF.

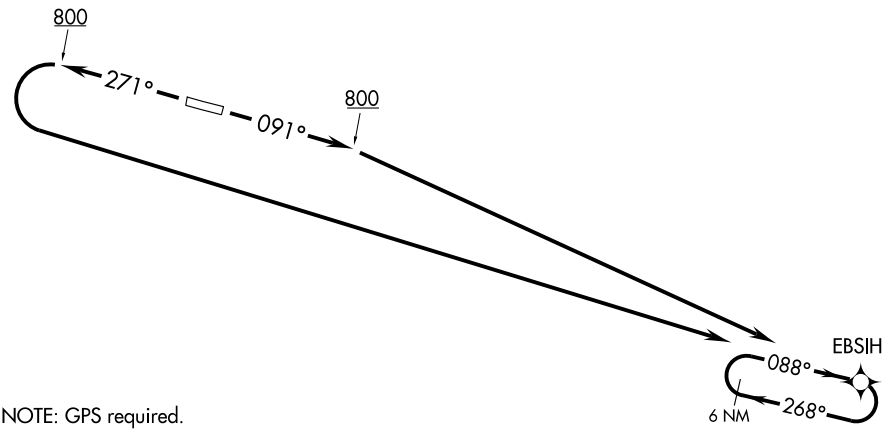
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



EBSIH ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
118.15 251.05



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 9: 300-1½ or standard with minimum climb of 283′ per NM to 600.
Rwy 27: 300-1 or standard with minimum climb of 624′ per NM to 600.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Trees beginning 312′ from DER, 10′ left of centerline, up to 75′ AGL/424′ MSL.
Trees 5324′ from DER, 205′ right of centerline, 75′ AGL/420′ MSL.
Rwy 27: Windsock 313′ from DER, 357′ left of centerline, 28′ AGL/268′ MSL.
Trees beginning 1845′ from DER, 114′ left of centerline, up to 45′ AGL/ 295′ MSL.
Pole 2376′ from DER, 531′ left of centerline, 58′ AGL/308′ MSL.
Vehicle on road 176′ from DER, 427′ right of centerline, 15′ AGL/254′ MSL.
Trees beginning 271′ from DER, 185′ right of centerline, up to 72′ AGL/324′ MSL.
Building 2485′ from DER, 489′ right of centerline, 30′ AGL/314′ MSL.
Poles beginning 2517′ from DER, 243′ right of centerline, up to 74′ AGL/324′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 091° to 800, then climbing right turn direct EBSIH WP, Thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 271° to 800, then climbing left turn direct EBSIH WP, Thence. . . .

. . . . climb in EBSIH WP holding pattern to at or above MEA/MCA for assigned route of flight. Expect filed altitude 10 minutes after departure.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3401
CH 48814	091°	TDZE	244
W09A		Apt Elev	244

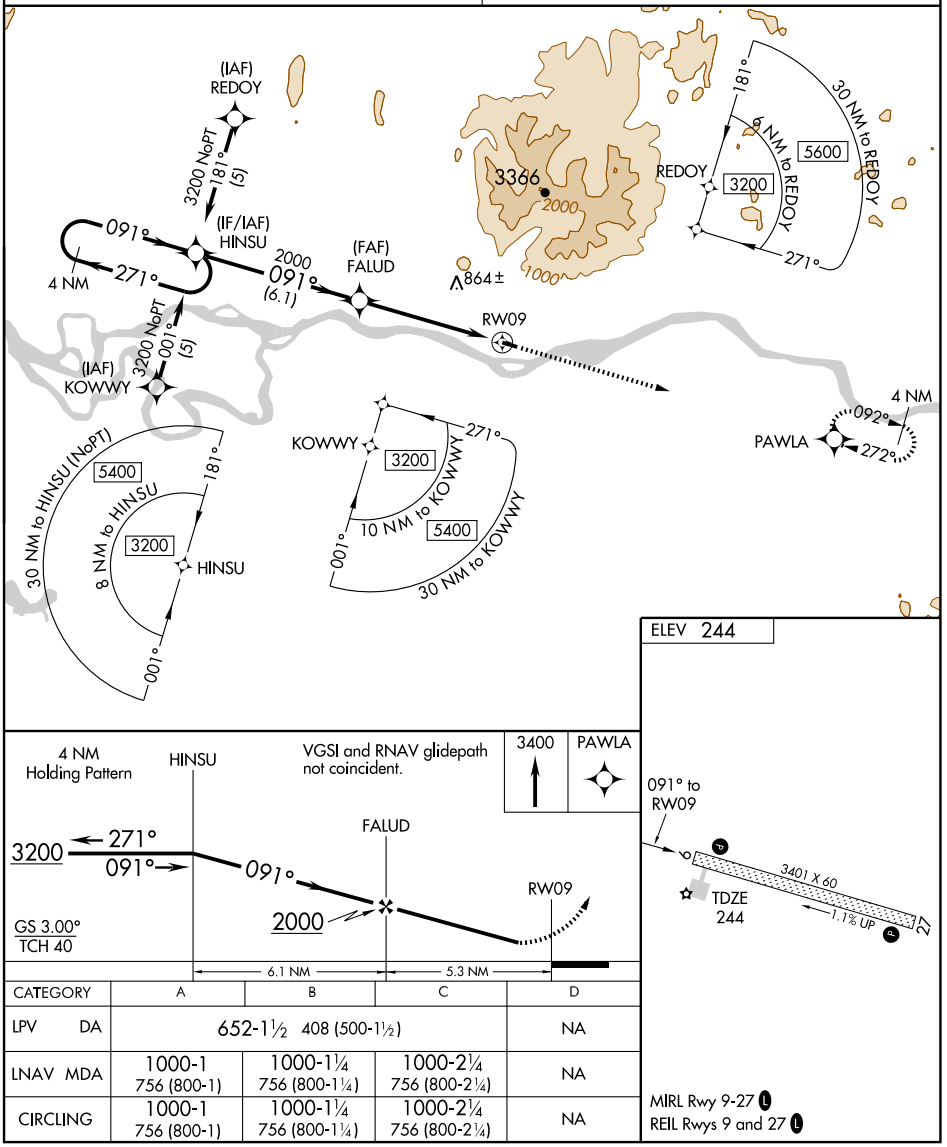
RNAV (GPS) RWY 9

CHUATHBALUK (9A3) (PACH)

Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
NA Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility ¼ mile, and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct PAWLA and hold.

ANCHORAGE CENTER	CTAF
118.15 251.05	122.9 L



CATEGORY	A	B	C	D
LPV DA	652-1½ 408 (500-1½)			NA
LNAV MDA	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA
CIRCLING	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3401
CH 93514	272°	TDZE	238
W27A		Apt Elev	244

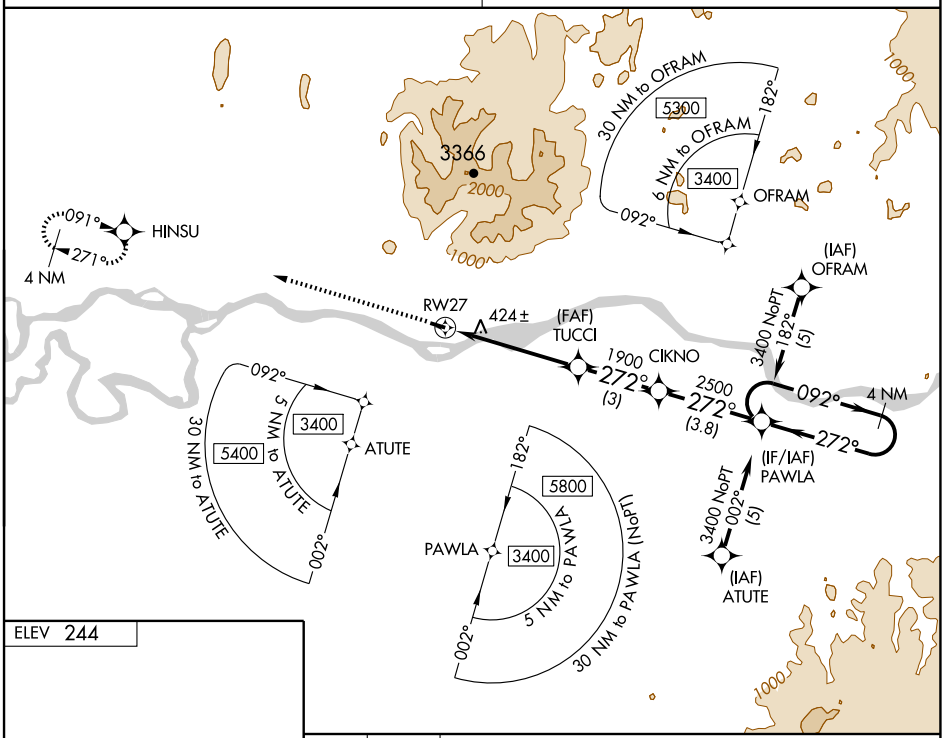
RNAV (GPS) RWY 27

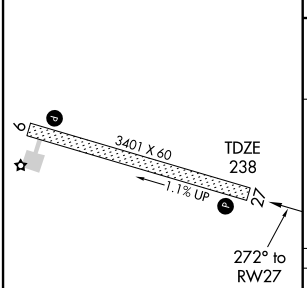
CHUATHBALUK (9A3) (PACH)

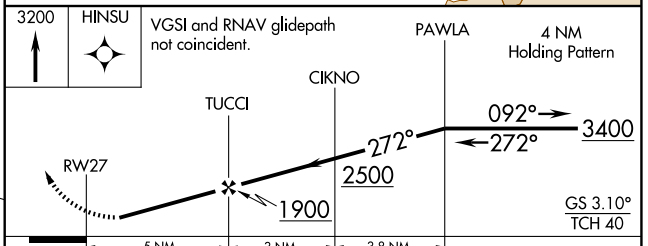
Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LNAV and circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HINSU and hold.

ANCHORAGE CENTER	CTAF
118.15 251.05	122.9 L







CATEGORY	A	B	C	D
LPV DA	759-2 521 (600-2)			NA
LNAV MDA	1100-1 862 (900-1)	1100-1¼ 862 (900-1¼)	1100-2½ 862 (900-2½)	NA
CIRCLING	1100-1 856 (900-1)	1100-1¼ 856 (900-1¼)	1100-2½ 856 (900-2½)	NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

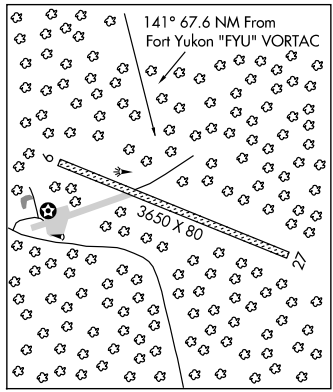
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **CIRCLE HOT SPRINGS** (CHP) 1 E N65°29.13′ W144°36.65′ UTC−9(−8DT) **DAWSON**
P 956 BL4 36(GVL) 09–27 **L–4J**

AIRPORT REMARKS —Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Snow removal dur win. Rwy 09–27 12″ grass along rwy. Retardant acft may be operating from arpt in summer. ACTIVATE MIRL Rwy 09–27 and Rotating Beacon—CTAF.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CLAM COVE N55°20.72′ W131°41.78′ **KETCHIKAN**
NDB(HW) 396 CMJ At Ketchikan Intl. 15/21E. **L–1C**
NDB unusable byd 15 NM.

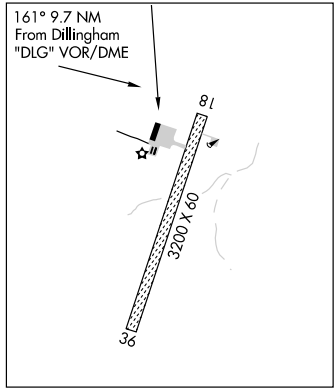
§ **CLARKS POINT** (CLP) (PFCL) 0 N N58°50.02′ W158°31.76′ UTC−9(−8DT) **KODIAK**
P 80 BL4 32(GVL) 18–36 **L–2J, 3C**
IAP

AIRPORT REMARKS —Unattended. Birds on and invof rwy. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 18–36 MIRL OTS indef. Rwy 18 and Rwy 36 NSTD markings, rwy edges and thlds marked with reflective cones. ACTIVATE MIRL Rwy 18–36—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–OT CTC KENAI ENA–NOTAM DLG)
ANCHORAGE CENTER APP/DEP CON—282.35 132.75

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



WAAS	APP CRS	Rwy Idg 3200
CH 82213	183°	TDZE 61
W18A		Apt Elev 80

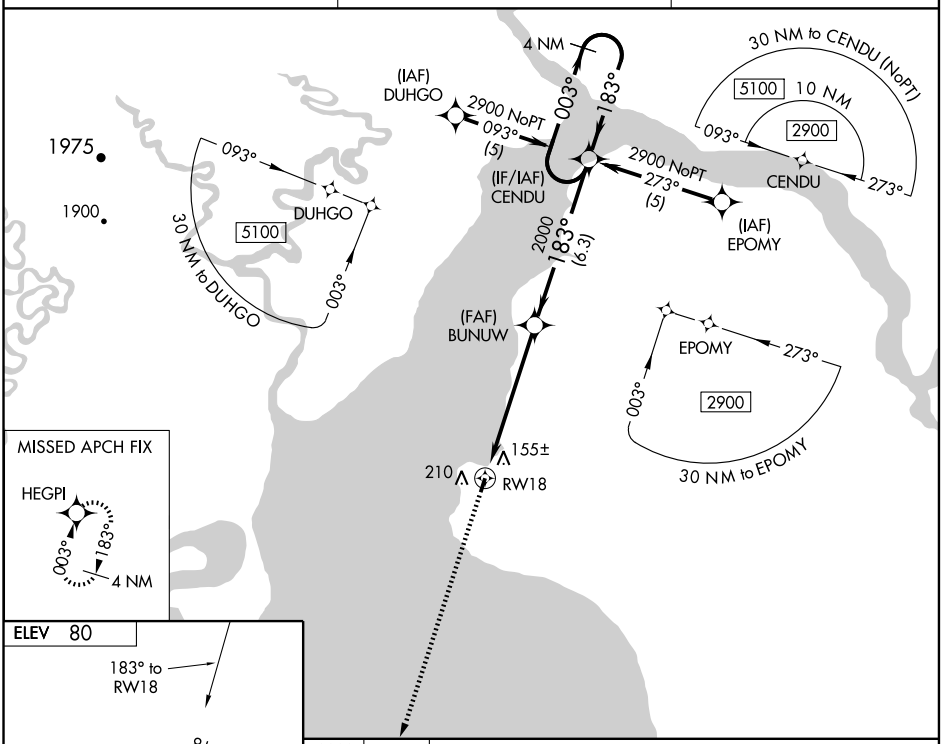
RNAV (GPS) RWY 18

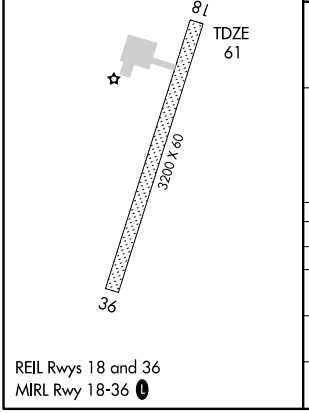
CLARKS POINT (CLP) (PFCL)

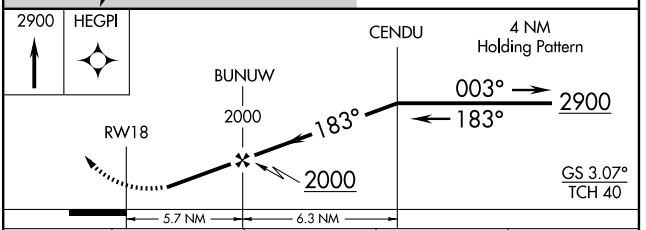
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply. Use Dillingham altimeter setting; when not received use Manokotak altimeter setting and increase all DA/MDA 20 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2900 direct HEGPI and hold.

DILLINGHAM AWOS-3	ANCHORAGE CENTER	CTAF
135.550	132.75 282.35	122.9 L







CATEGORY	A	B	C	D
LPV DA	355-1		294 (300-1)	
LNAV/VNAV DA	464-1½		403 (400-1½)	
LNAV MDA	620-1 559 (600-1)		620-1½ 559 (600-1½)	620-1¾ 559 (600-1¾)
CIRCLING	620-1 540 (600-1)		620-1½ 540 (600-1½)	640-2 560 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

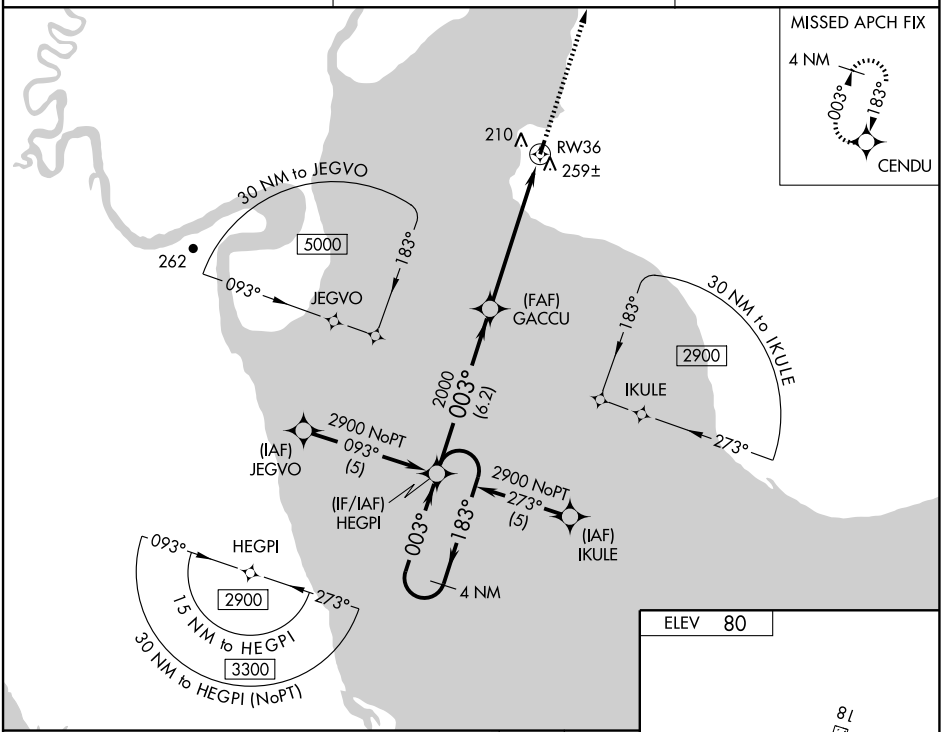
APP CRS	Rwy Idg	3200
003°	TDZE	80
	Apt Elev	80

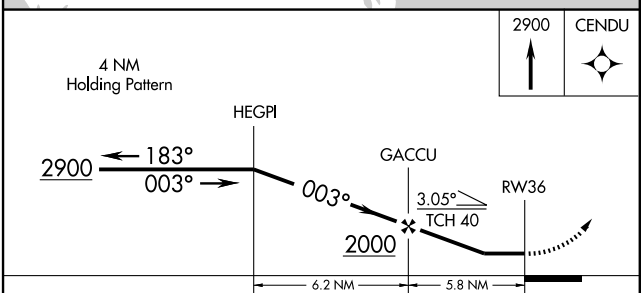
RNAV (GPS) RWY 36
CLARKS POINT (CLP) (PFCL)

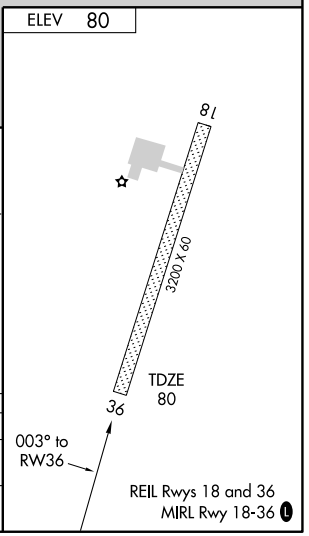
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply. Use Dillingham altimeter setting; when not received use Manokotak altimeter setting and increase all MDA 20 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2900 direct CENDU and hold.

DILLINGHAM AWOS-3	ANCHORAGE CENTER	CTAF
135.550	132.75 282.35	122.9 L







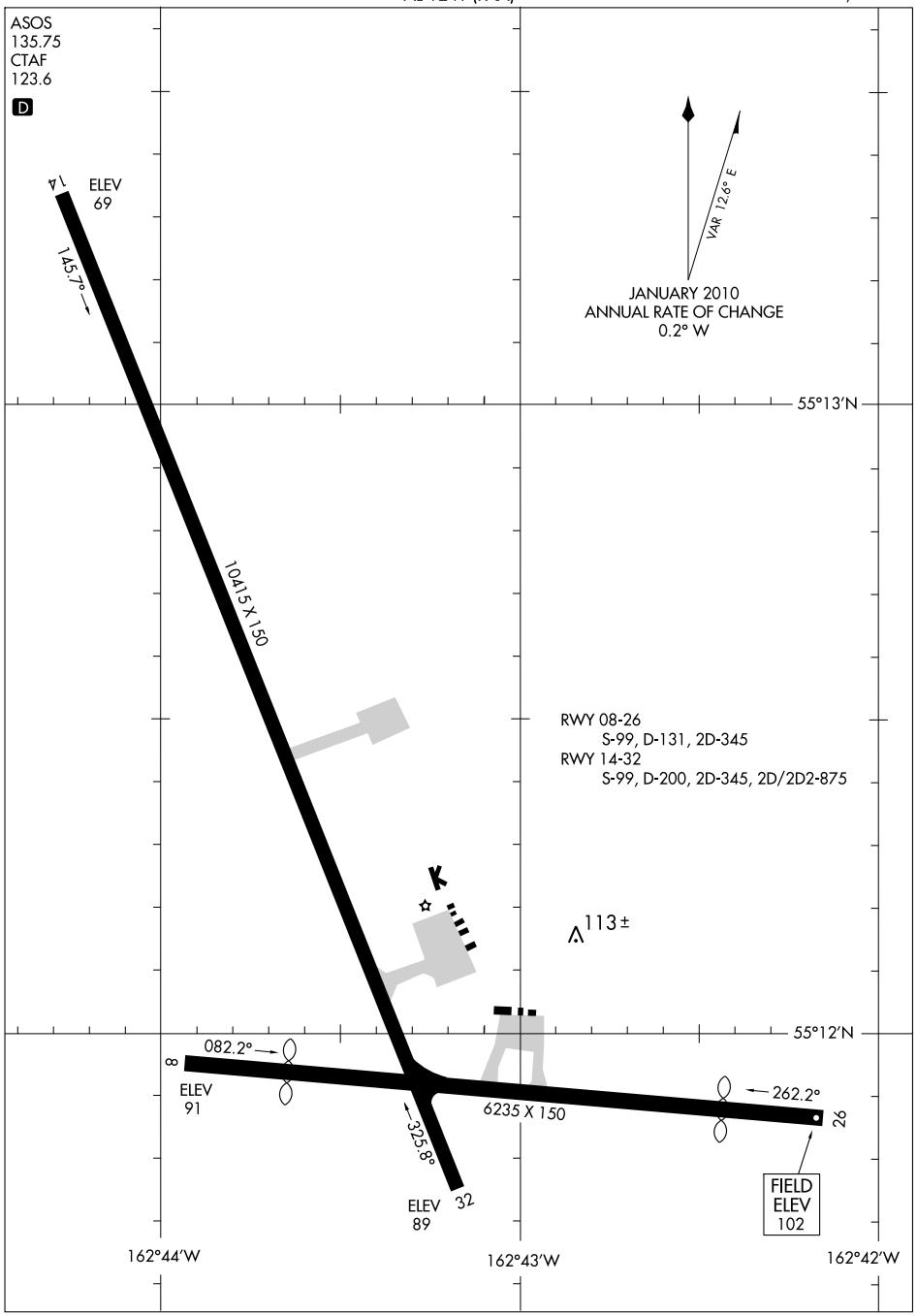
CATEGORY	A	B	C	D
LNAV MDA	540-1 460 (500-1)		540-1¼ 460 (500-1¼)	540-1½ 460 (500-1½)
CIRCLING	600-1 520 (600-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-1241 (FAA)

COLD BAY (CDB) (PACD)
COLD BAY, ALASKA



AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLD BAY, ALASKA
COLD BAY (CDB) (PACD)

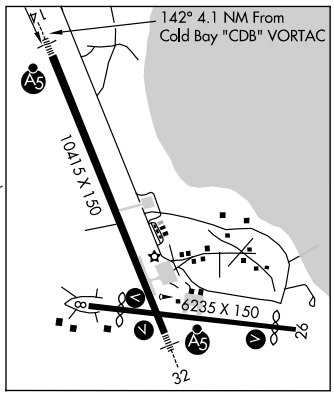
§ **COLD BAY** (CDB) (PACD) 0 N N55°12.31′ W162°43.47′ (LRA) UTC−9(−8DT) **COLD BAY**
P 102 BL, *5, 6, 9① H104(ASP–GRVD) 14–32 S–99, D–200, 2D–345, 2D/2D2–875, 08–26② S–99, D–131, 2D–345 **H–2I, L–2I**
IAP, DIAP, AD

SERVICE—S2 **FUEL** —(NC–100, A)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–6235 TODA–6235 ASDA–5235 LDA–4235
RWY 26: TORA–6235 TODA–6235 ASDA–5235 LDA–4235

AIRPORT REMARKS —Attended May–Sep 1700–0300Z‡, Oct–Apr 1530–0300Z‡. Class I, ARFF Index B. Index may be reduced for acft less than 90′. Large birds near approach ends all rwys. Snow and ice removal and arpt hazard reporting only performed during duty hrs unless by prior arrangement in writing with arpt manager. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager Box 97 Cold Bay, AK 99571. Personnel and equipment may be working on the rwy at any time. Twr 4.8 NM NW of arpt unlgtd. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 14 RVR touchdown avbl. Brakelock turns not allowed on rwys. Rwy 08 slope 0.3% up E. No customs avbl, written permission required for refueling stops 24–48 hours in advance if arriving from a foreign country, FAX 907–271–2684 or 907–271–2686. ACTIVATE HIRL Rwy 08–26 and Rwy 14–32, MALSR Rwy 14 and Rwy 32 and VASI Rwy 08, Rwy 26 and Rwy 32—CTAF. Rotating bcn opr 0300–1700Z‡. Rwy 32 rgt traffic. Rwy 26 rgt traffic. Fuel svc charge after hrs. Airframe repairs: Maintenance duty hrs May 1–Sept 30 Sun thru Sat 1600–0300Z‡, Oct 1–Apr 30 1430–0300Z‡. VASI Rwy 08 line of sight offset 5° N. ①Rwy 08: VASI—GA 3.0° TCH 32′ ; Rwy 26: VASI—GA 3.0° TCH 32′; Rwy 32: VASI—GA 3.0° TCH 45′. ②Rwy 08 thld dsplcd 1000′, Rwy 26 thld dsplcd 1000′.



WEATHER DATA SOURCES—(ASOS 135.75 907–532–2639) (WX CAM).

COMMUNICATIONS—(CTAF 123.6)(TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM CDB OT CTC KENAI ENA)

RCO—123.6 **(V)** (KENAI FSS) Oprs hrs Cold Bay FSS clsd.

RADIO —123.6 **(V)** (LAA 123.6)

ANCHORAGE CENTER APP/DEP CON —278.3 118.5

RADIO AIDS TO NAVIGATION

(H)VORTAC 112.6 CDB Chan 73 N55°16.04′ W162°46.46′ 141° 4.1 NM to Fld.97/14E.
VORTAC unusable:
063°–113° byd 30 NM blw 9,000′ 164°–183° byd 25 NM blw 14,000′
113°–118° byd 30 NM blw 5,500′
TACAN azimuth unusable: 090°–105°.

ELFEE NDB (HW) 341 ELF N55°17.76′ W162°47.34′ 144° 5.9 NM to Fld.36/14E.

VHF/DF—ctc COLD BAY FSS

ILS/DME 110.3 I–CDB Rwy 14. ILS BC unusable within 6.2 DME. ILS BC unusable byd 20° left of course.

RADIO/NAV/WEATHER REMARKS —For a LC to Cold Bay FSS dial 532–2454. For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Telephone 532–2448 for WSO.

§ **COLDFOOT** (CXF) (PACX) 0 WSW N67°15.13′ W150°12.23′ UTC−9(−8DT) **FAIRBANKS**
P 1042 BL4 40(GVL) 01–19 **H–1A, L–4J**
IAP

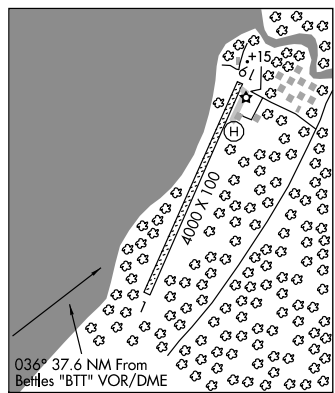
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 01 slope 0.3% up NE. ACTIVATE MIRL Rwy 01–19 and twy lgts—CTAF.

COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RCO —122.0 (FAIRBANKS FSS)

ANCHORAGE CENTER APP/DEP CON —352.0 124.6

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



HI-ILS or LOC /DME RWY 14

LOC I-CDB	APCH CRS	Rwy ldg 10,415 TDZE 74 Arpt Elev 96
110.3	144°	

JAL-1241 [USAF]

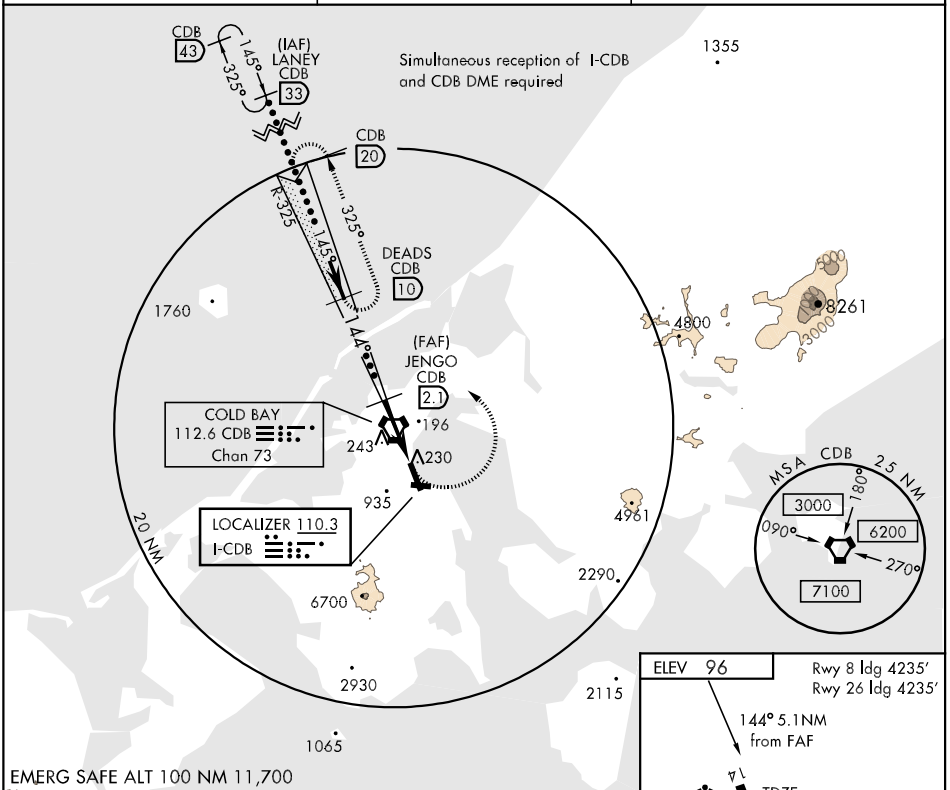
COLD BAY (PACD)

T * When ALS inop, increase vis ½ mile.
** Circling not authorized SW of Rwy 14-32. When VGSI inop, circling to RWY 26 and 32 not authorized at night.

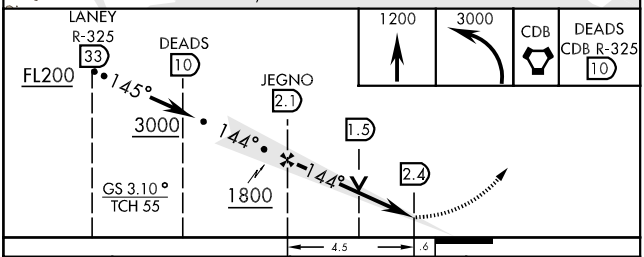
MALSR A5

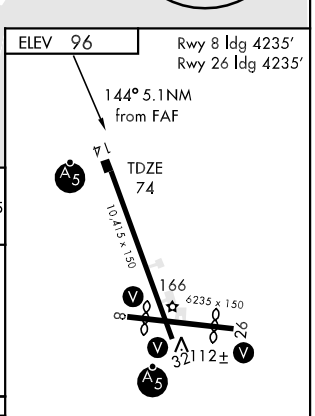
MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct CDB VORTAC, then via CDB R-325 to DEADS 10 DME fix and hold.

ANCHORAGE CENTER	COLD BAY RADIO	ASOS
118.5 278.3	123.6 (CTAF) L	135.75



EMERG SAFE ALT 100 NM 11,700





CATEGORY	C	D	E
S-ILS 14*		539/50 465 (500-1)	
S-LOC 14*	600/50 526 (600-1)	600/60 526 (600-1¼)	
CIRCLING **	600-1½ 498 (500/1½)	660-2 558 (600-2)	

HIRL all Rwy L

FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 14

VORTAC CDB	APCH CRS	Rwy ldg	10,415
112.6	141°	TDZE	74
Chan 73		Arpt Elev	96

JAL-1241 [USAF]

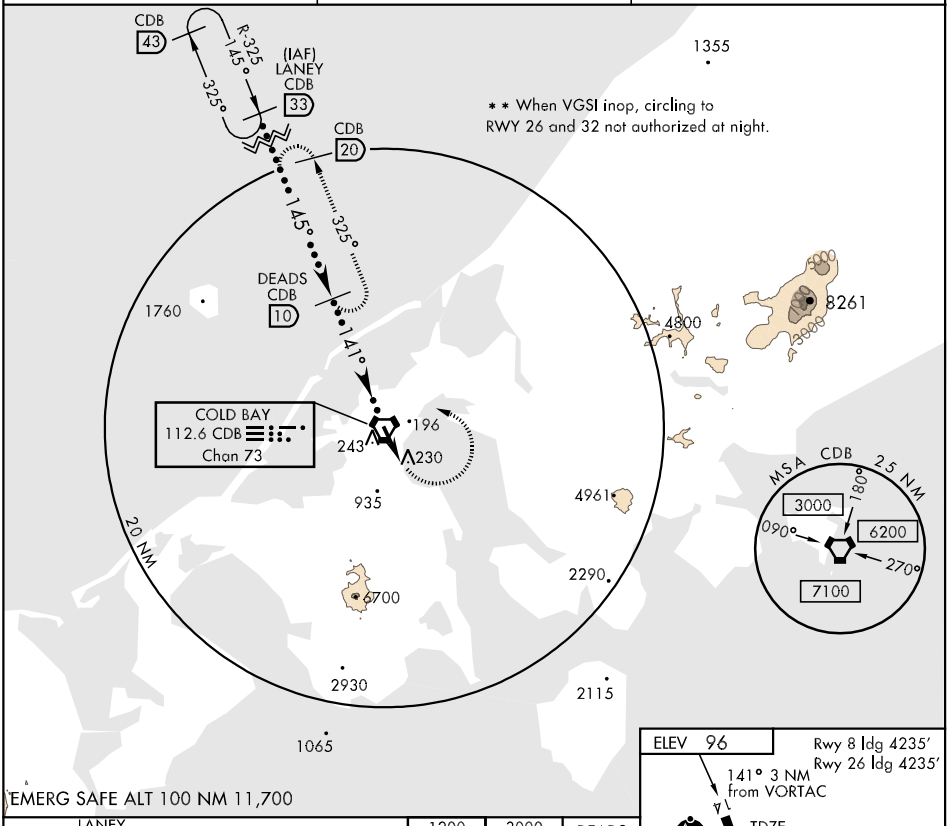
COLD BAY (PACD)

T * When ALS inop, increase vis ½ mile.
** Circling not authorized SW of Rwy 14-32.

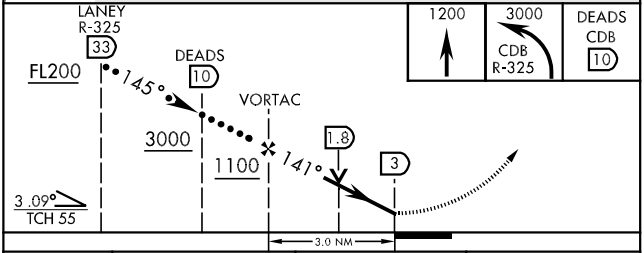
MALSR A5

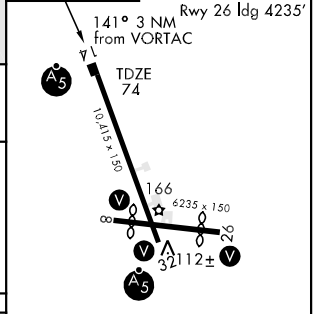
MISSED APPROACH: Climbing to 1200, then climbing left turn to 3000 direct CDB VORTAC, then via CDB R-325 to DEADS 10 DME fix and hold.

ANCHORAGE CENTER	COLD BAY RADIO	ASOS
118.5 278.3	123.6 (CTAF) L	135.75



EMERG SAFE ALT 100 NM 11,700





CATEGORY	C	D	E
S-VOR/DME, TAC 14 *	520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING **	560-1½ 458 (500/1½)	660-2 558 (600-2)	

HIRL all Rwy L

HI-VOR/DME or TACAN RWY 14

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC I-CDB	APP CRS	Rwy Idg 10415
110.3	144°	TDZE 74
		Apt Elev 96

ILS or LOC/DME RWY 14

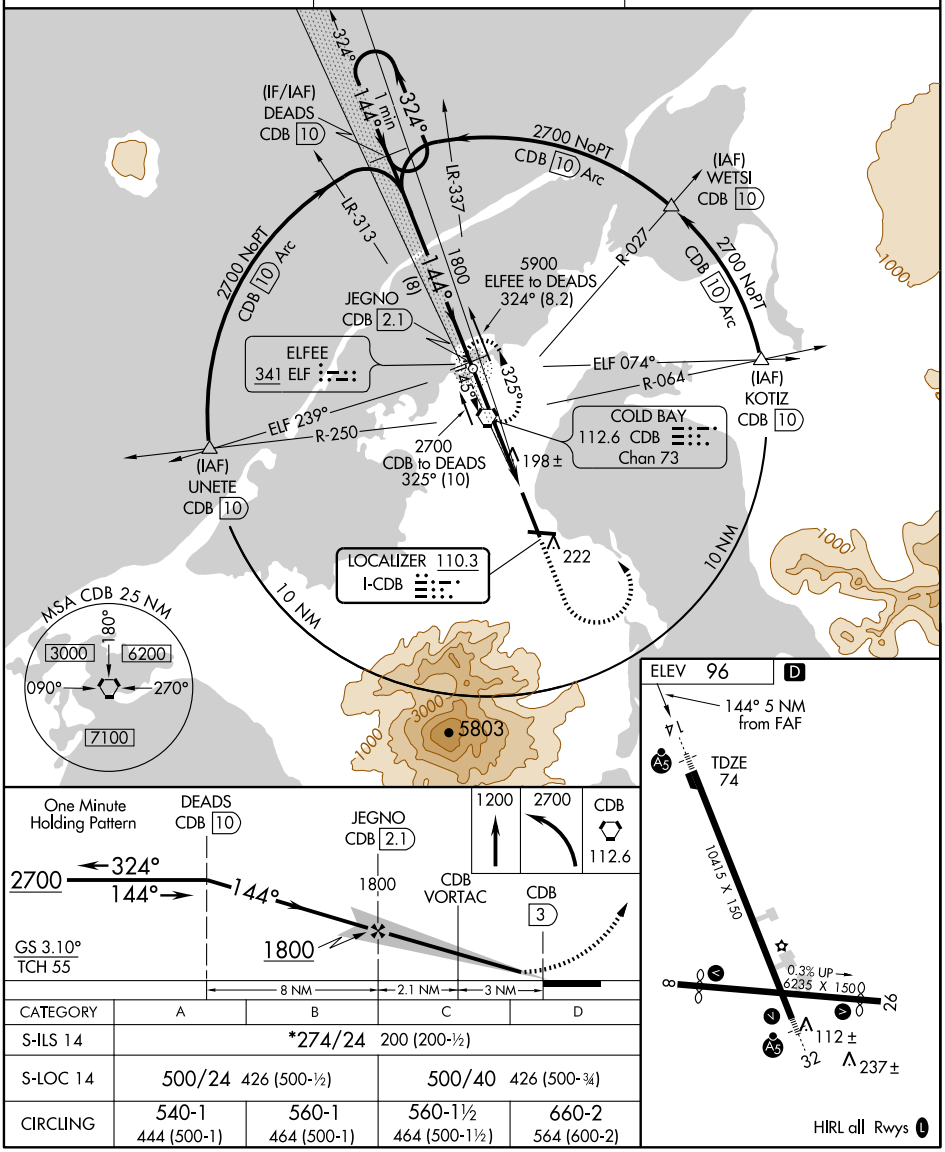
COLD BAY (CDB) (PACD)

T Circling NA for Cats C and D southwest of Rwy 14-32.
DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required.
Circling NA for Cats A and B SW of Rwy 14-32 at night.
When VGSI inoperative, circling Rwys 26 and 32 not authorized at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR A5

MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct CDB VORTAC and hold, continue climb-in-hold to 2700.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 14	*274/24 200 (200-½)			
S-LOC 14	500/24 426 (500-½)		500/40 426 (500-¾)	
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	660-2 564 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC I-CDB	APP CRS	Rwy Idg	10415
110.3	324°	TDZE	89
		Apt Elev	96

LOC/DME BC RWY 32

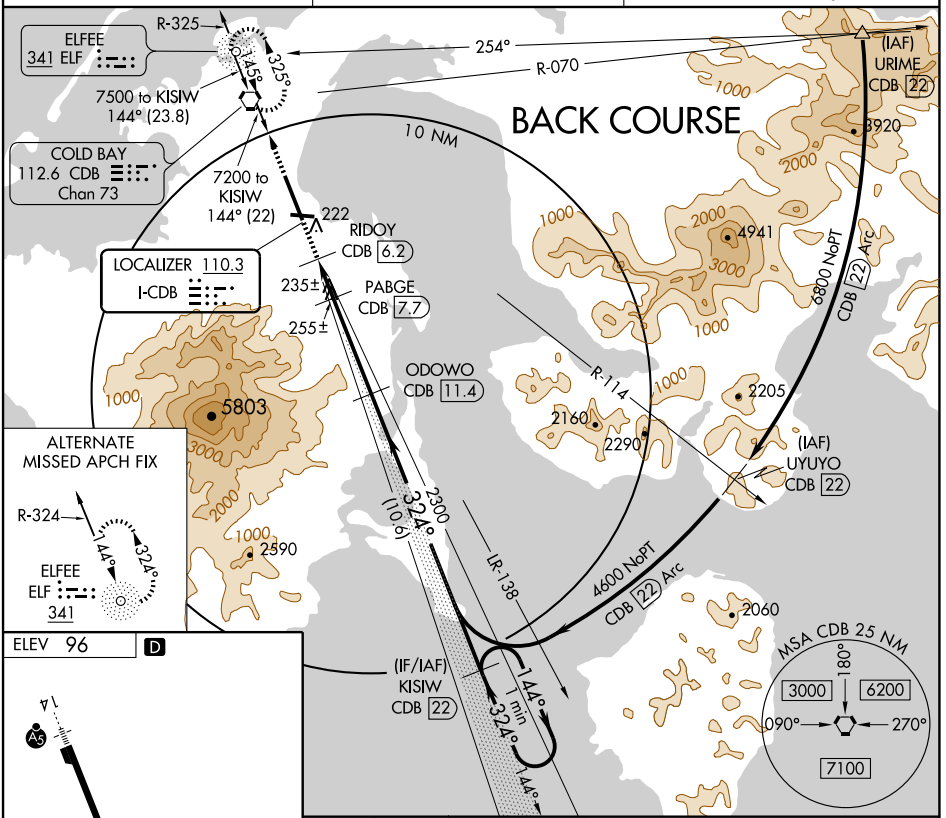
COLD BAY (CDB) (PACD)

T When VGSI inoperative, circling Rwy 26 and straight-in/circling Rwy 32 NA at night.
Circling NA for Cats A and B southwest of Rwy 14-32 at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required.
Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 4000 direct CDB VORTAC and hold, continue climb-in-hold to 4000; or as directed by ATC.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-32	540-1¼ 451 (500-1¼)			
CIRCLING	540-1¾ 444 (500-1¾)	560-1¾ 464 (500-1¾)		660-2 564 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

WAAS CH 45612 W14A	APP CRS 144°	Rwy Idg 10415 TDZE 74 Apt Elev 96

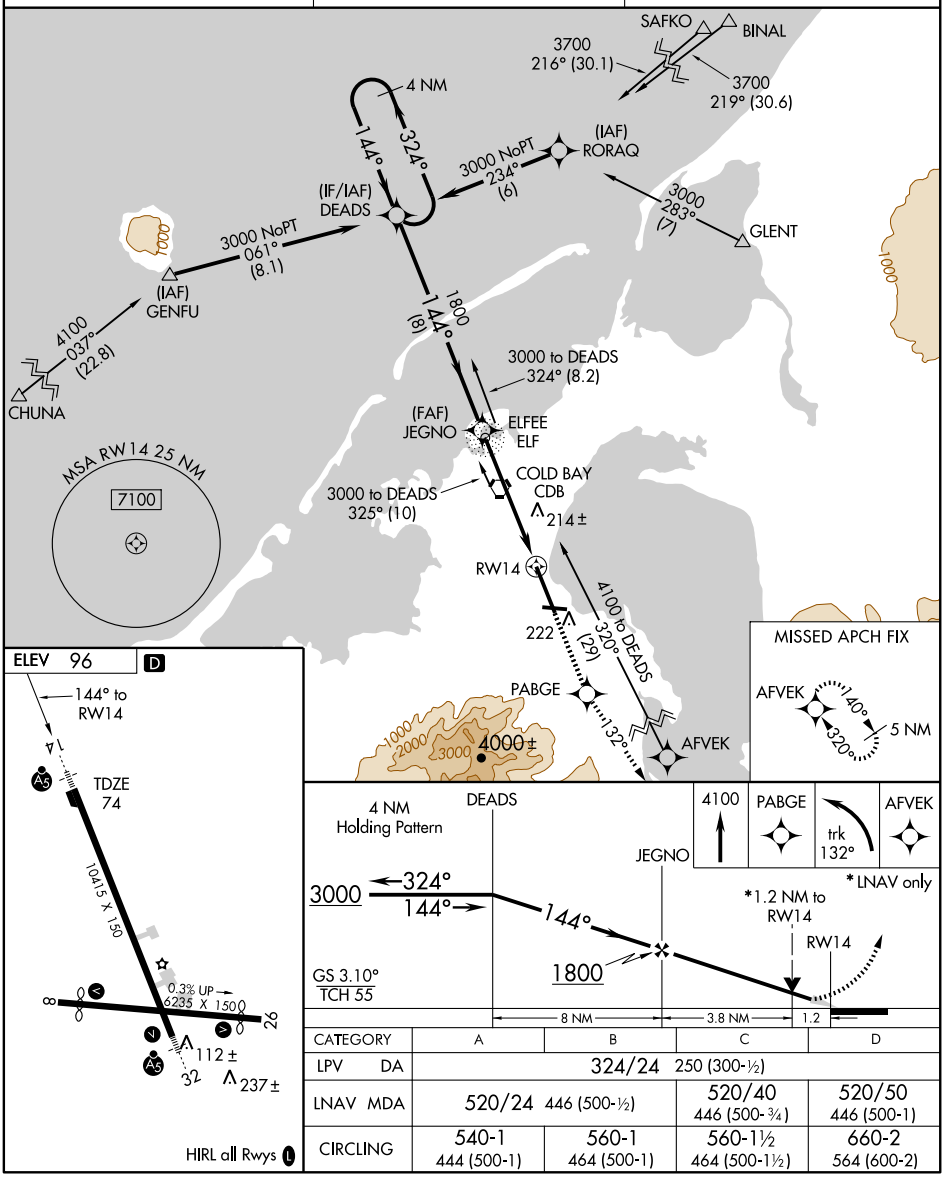
RNAV (GPS) RWY 14
COLD BAY (CDB) (PACD)

T W When VGSI inoperative, circling Rwy 26 and 32 NA at night. Circling NA for Cats C and D southwest of Rwy 14-32. DME/DME RNP- 0.3 NA. Circling NA for Cats A and B southwest of Rwy 14-32 at night.

MALSR A5

MISSED APPROACH: Climb to 4100 direct PABGE and via track 132° to AFVEK and hold, continue climb-in-hold to 4100.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	324/24 250 (300-½)			
LNAV MDA	520/24 446 (500-½)		520/40 446 (500-¾)	520/50 446 (500-1)
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	660-2 564 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

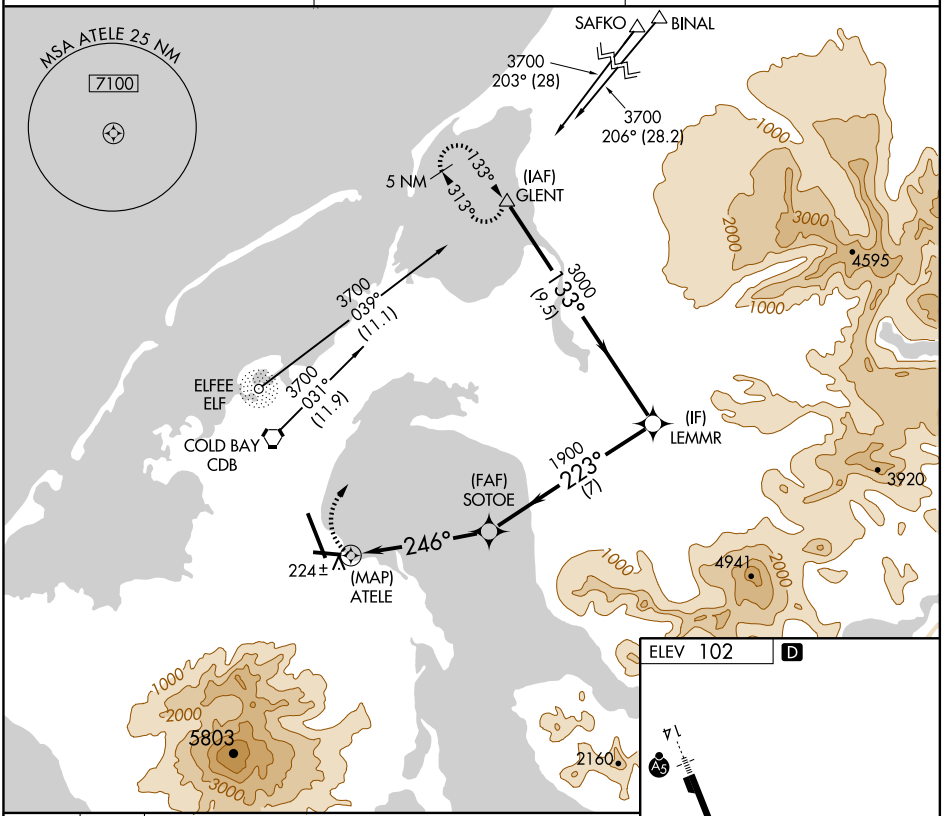
APP CRS	Rwy Idg	4235
246°	TDZE	96
	Apt Elev	102

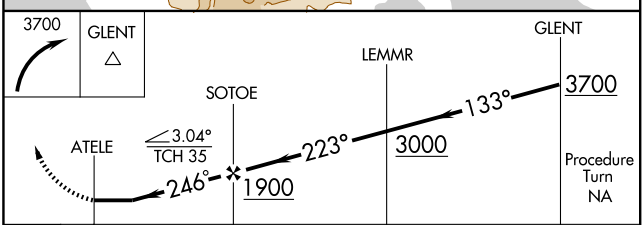
RNAV (GPS) RWY 26
COLD BAY (CDB) (PACD)

Circling NA for Cats A and B southwest of Rwy 14-32 at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
When VGSI inoperative, circling Rwy 32 and straight-in/circling Rwy 26 NA at night. DME/DME RNP-0.3 NA.

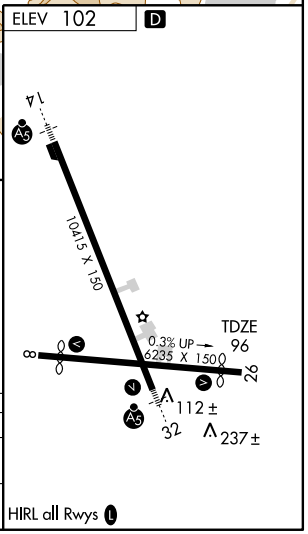
MISSED APPROACH: Climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1 444 (500-1)		540-1¼ 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	540-1 438 (500-1)	560-1 458 (500-1)	560-1½ 458 (500-1½)	660-2 558 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10415
CH 49106	324°	TDZE	89
W32A		Apt Elev	96

RNAV (GPS) RWY 32

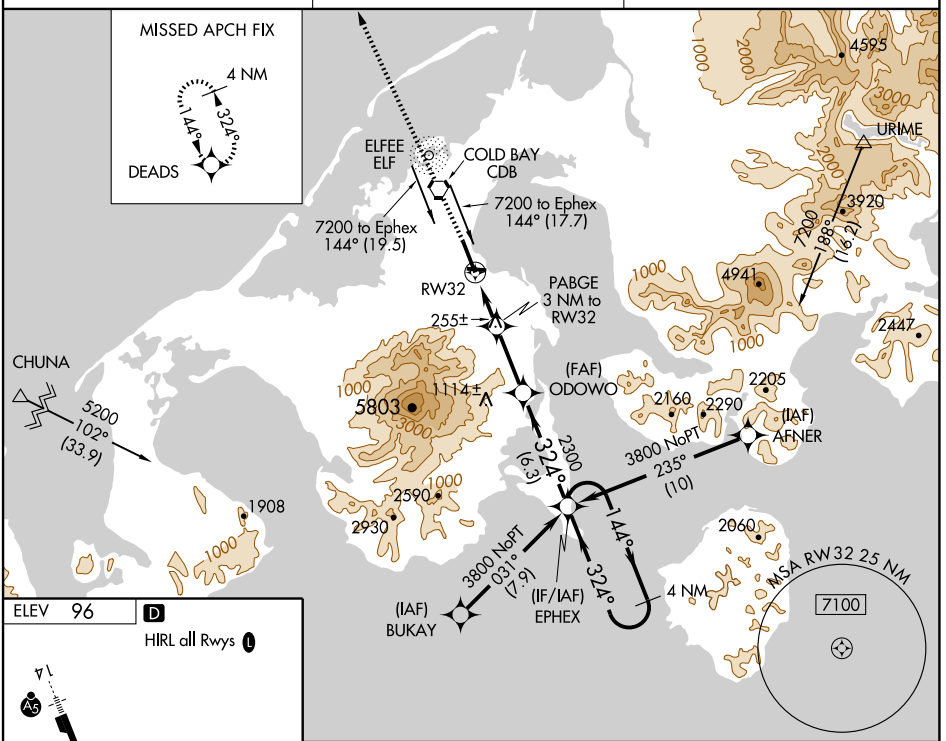
COLD BAY (CDB) (PACD)

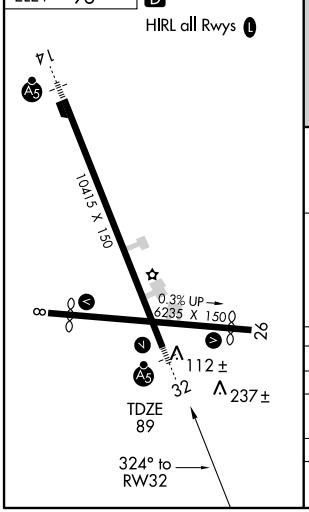
When VGSI inoperative, circling Rwy 26 and straight-in/circling Rwy 32 NA at night. Inoperative table does not apply to LPV. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV Cats C and D visibility to 1¼. Circling NA for Cats C and D SW of RWY 14-32. Circling NA for Cats A and B SW of RWY 14-32 at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

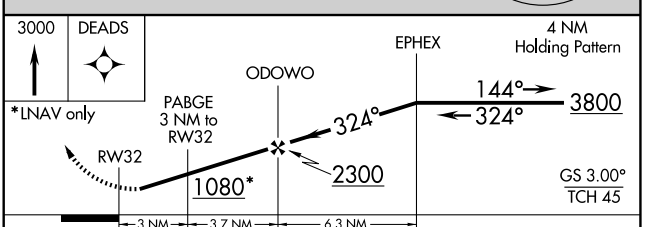
MALSR

MISSED APPROACH: Climb to 3000 direct DEADS and hold.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF)







CATEGORY	A	B	C	D
LPV DA		339-1	250 (300-1)	
LNAV/VNAV DA		497-1	408 (500-1)	
LNAV MDA		500-1	411 (500-1)	
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	660-2 564 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VORTAC CDB 112.6 Chan 73	APP CRS 316°	Rwy Idg N/A TDZE N/A Apt Elev 102

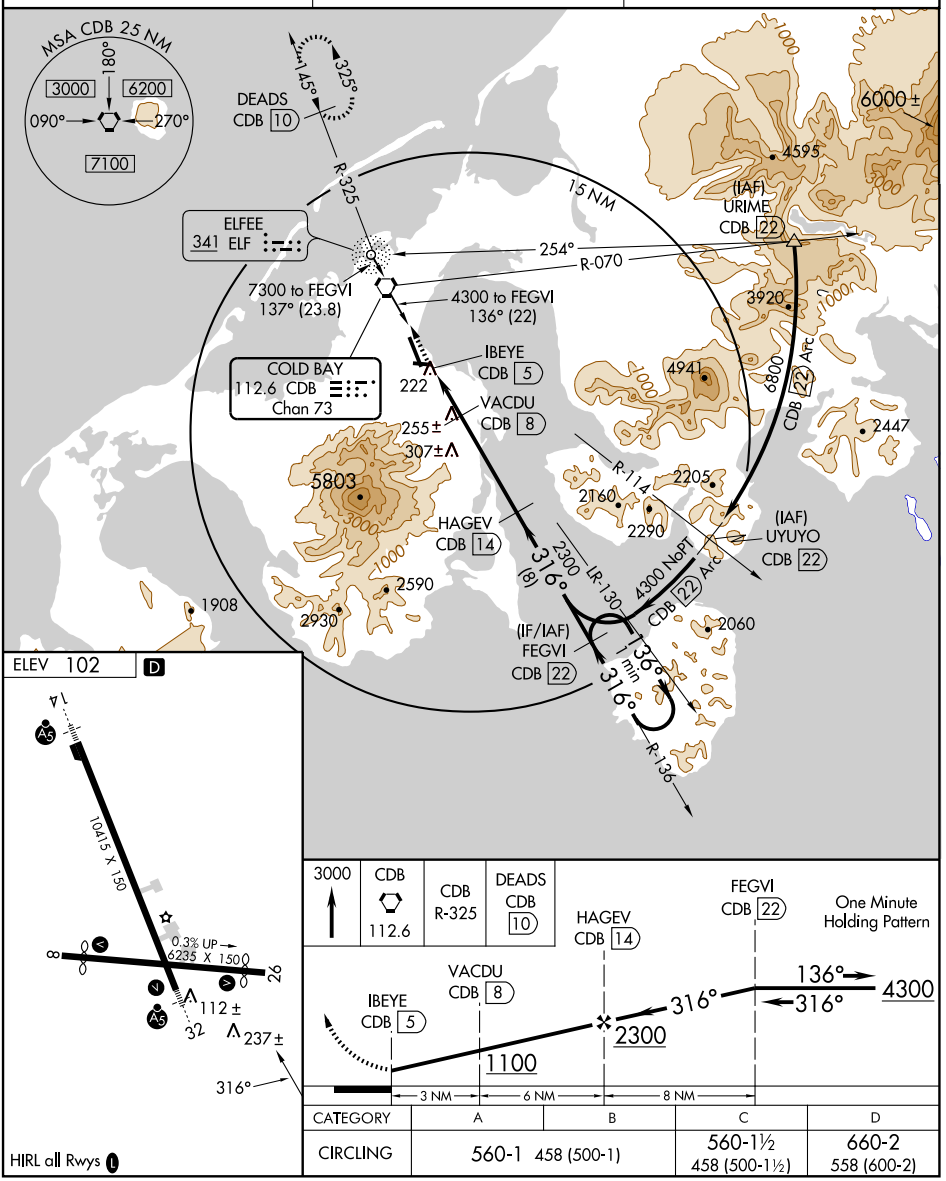
VOR/DME or TACAN-A

COLD BAY (CDB) (PACD)

Circling not authorized for Cats A and B southwest of Rwy14-32 at night.
Circling not authorized for Cats C and D southwest of Rwy 14-32.
When VGSI inoperative, circling Rwy 26 and 32 not authorized at night.

MISSED APPROACH: Climb to 3000 direct CDB VORTAC and via CDB R-325 to DEADS/10 DME and hold.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	560-1 458 (500-1)		560-1½ 458 (500-1½)	660-2 558 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

VORTAC CDB 112.6 Chan 73	APP CRS 141°	Rwy Idg 10415 TDZE 74 Apt Elev 102

VOR RWY 14

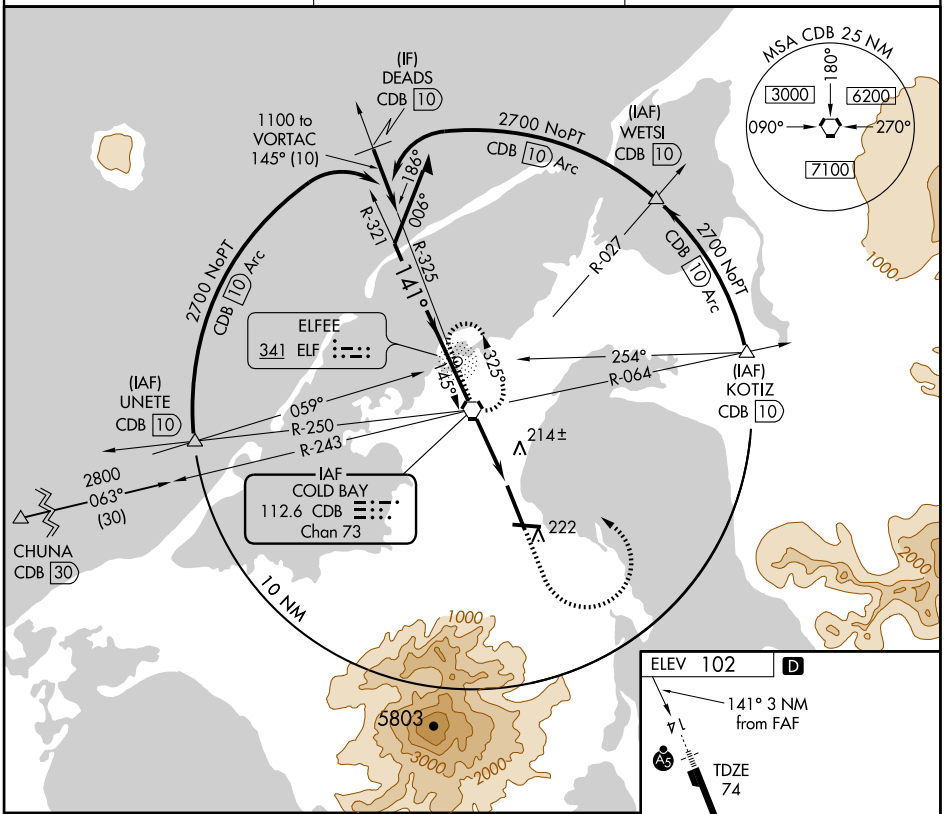
COLD BAY (CDB) (PACD)

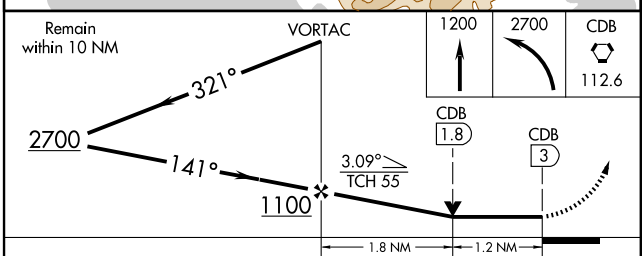
T Circling not authorized for Cats A and B southwest of Rwy 14-32 at night. Circling not authorized for Cats C and D southwest of Rwy 14-32. When VGSI inoperative, circling Rwys 26 and 32 not authorized at night.

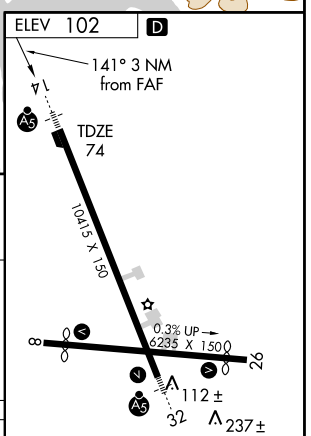
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct CDB VORTAC and hold.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) L







HIRL all Rwys L

CATEGORY	A	B	C	D
S-14	520/24 446 (500-½)		520/40 446 (500-¾)	520/50 446 (500-1)
CIRCLING	540-1 438 (500-1)	560-1 458 (500-1)	560-1½ 458 (500-1½)	660-2 558 (600-2)

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

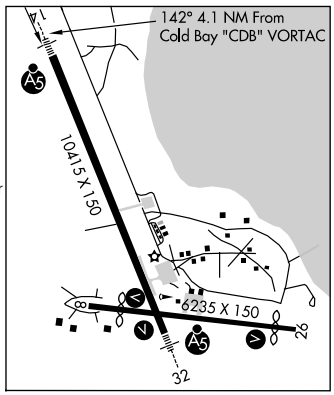
§ **COLD BAY** (CDB) (PACD) 0 N N55°12.31′ W162°43.47′ (LRA) UTC−9(−8DT) **COLD BAY**
P 102 BL, *5, 6, 9① H104(ASP–GRVD) 14–32 S–99, D–200, 2D–345, 2D/2D2–875, 08–26② S–99, D–131, 2D–345 **H–2I, L–2I**
IAP, DIAP, AD

SERVICE—S2 **FUEL** —(NC–100, A)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–6235 TODA–6235 ASDA–5235 LDA–4235
RWY 26: TORA–6235 TODA–6235 ASDA–5235 LDA–4235

AIRPORT REMARKS —Attended May–Sep 1700–0300Z‡, Oct–Apr 1530–0300Z‡. Class I, ARFF Index B. Index may be reduced for acft less than 90′. Large birds near approach ends all rwys. Snow and ice removal and arpt hazard reporting only performed during duty hrs unless by prior arrangement in writing with arpt manager. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager Box 97 Cold Bay, AK 99571. Personnel and equipment may be working on the rwy at any time. Twr 4.8 NM NW of arpt unlgtd. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 14 RVR touchdown avbl. Brakelock turns not allowed on rwys. Rwy 08 slope 0.3% up E. No customs avbl, written permission required for refueling stops 24–48 hours in advance if arriving from a foreign country, FAX 907–271–2684 or 907–271–2686. ACTIVATE HIRL Rwy 08–26 and Rwy 14–32, MALSR Rwy 14 and Rwy 32 and VASI Rwy 08, Rwy 26 and Rwy 32—CTAF. Rotating bcn opr 0300–1700Z‡. Rwy 32 rgt traffic. Rwy 26 rgt traffic. Fuel svc charge after hrs. Airframe repairs: Maintenance duty hrs May 1–Sept 30 Sun thru Sat 1600–0300Z‡, Oct 1–Apr 30 1430–0300Z‡. VASI Rwy 08 line of sight offset 5° N. ①Rwy 08: VASI—GA 3.0° TCH 32′ ; Rwy 26: VASI—GA 3.0° TCH 32′; Rwy 32: VASI—GA 3.0° TCH 45′. ②Rwy 08 thld dsplcd 1000′, Rwy 26 thld dsplcd 1000′.



WEATHER DATA SOURCES—(ASOS 135.75 907–532–2639) (WX CAM).

COMMUNICATIONS—(CTAF 123.6)(TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM CDB OT CTC KENAI ENA)

RCO—123.6 **(V)** (KENAI FSS) Oprs hrs Cold Bay FSS clsd.

RADIO —123.6 **(V)** (LAA 123.6)

ANCHORAGE CENTER APP/DEP CON —278.3 118.5

RADIO AIDS TO NAVIGATION

(H)VORTAC 112.6 CDB Chan 73 N55°16.04′ W162°46.46′ 141° 4.1 NM to Fld.97/14E.
VORTAC unusable:
063°–113° byd 30 NM blw 9,000′ 164°–183° byd 25 NM blw 14,000′
113°–118° byd 30 NM blw 5,500′
TACAN azimuth unusable: 090°–105°.

ELFEE NDB (HW) 341 ELF N55°17.76′ W162°47.34′ 144° 5.9 NM to Fld.36/14E.

VHF/DF—ctc COLD BAY FSS

ILS/DME 110.3 I–CDB Rwy 14. ILS BC unusable within 6.2 DME. ILS BC unusable byd 20° left of course.

RADIO/NAV/WEATHER REMARKS —For a LC to Cold Bay FSS dial 532–2454. For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Telephone 532–2448 for WSO.

§ **COLDFOOT** (CXF) (PACX) 0 WSW N67°15.13′ W150°12.23′ UTC−9(−8DT) **FAIRBANKS**
P 1042 BL4 40(GVL) 01–19 **H–1A, L–4J**
IAP

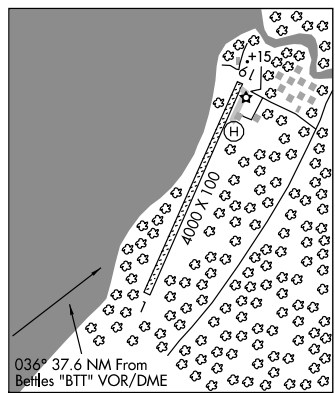
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 01 slope 0.3% up NE. ACTIVATE MIRL Rwy 01–19 and twy lgts—CTAF.

COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RCO —122.0 (FAIRBANKS FSS)

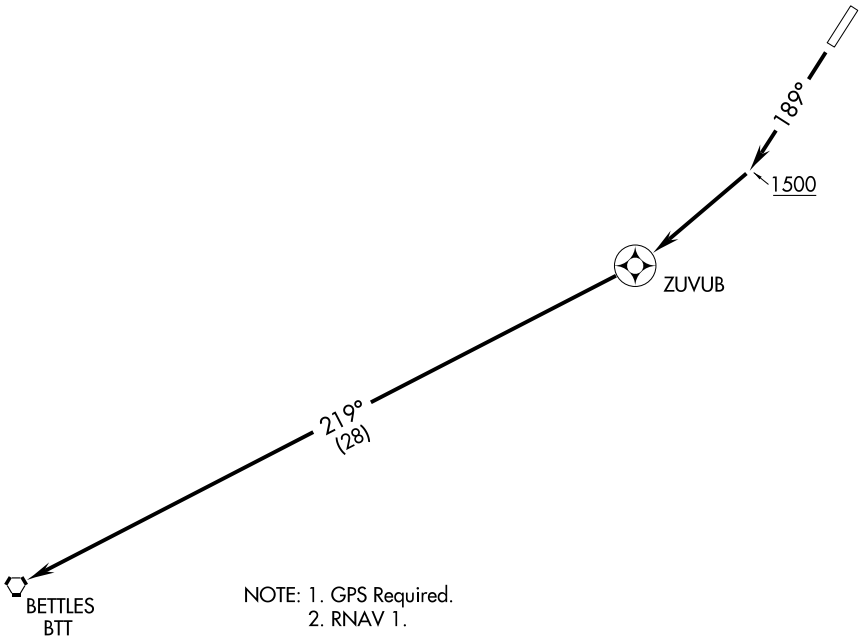
ANCHORAGE CENTER APP/DEP CON —352.0 124.6

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BETTLES ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
124.6 352.0
ASOS
135.45
CTAF
122.9



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS
Rwy 1: NA, obstacles.
Rwy 19: Standard with minimum climb of 391′ per NM to 4300.

TAKE-OFF OBSTACLE NOTE
Rwy 19: Multiple trees beginning 2 NM from DER, 3512′ left of centerline, up to 50′ AGL/1449′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb via 189° heading to at or above 1500, then right turn direct ZUVUB, then via depicted route to BTT VORTAC, maintain 8000.

AK, 23 SEP 2010 to 18 NOV 2010

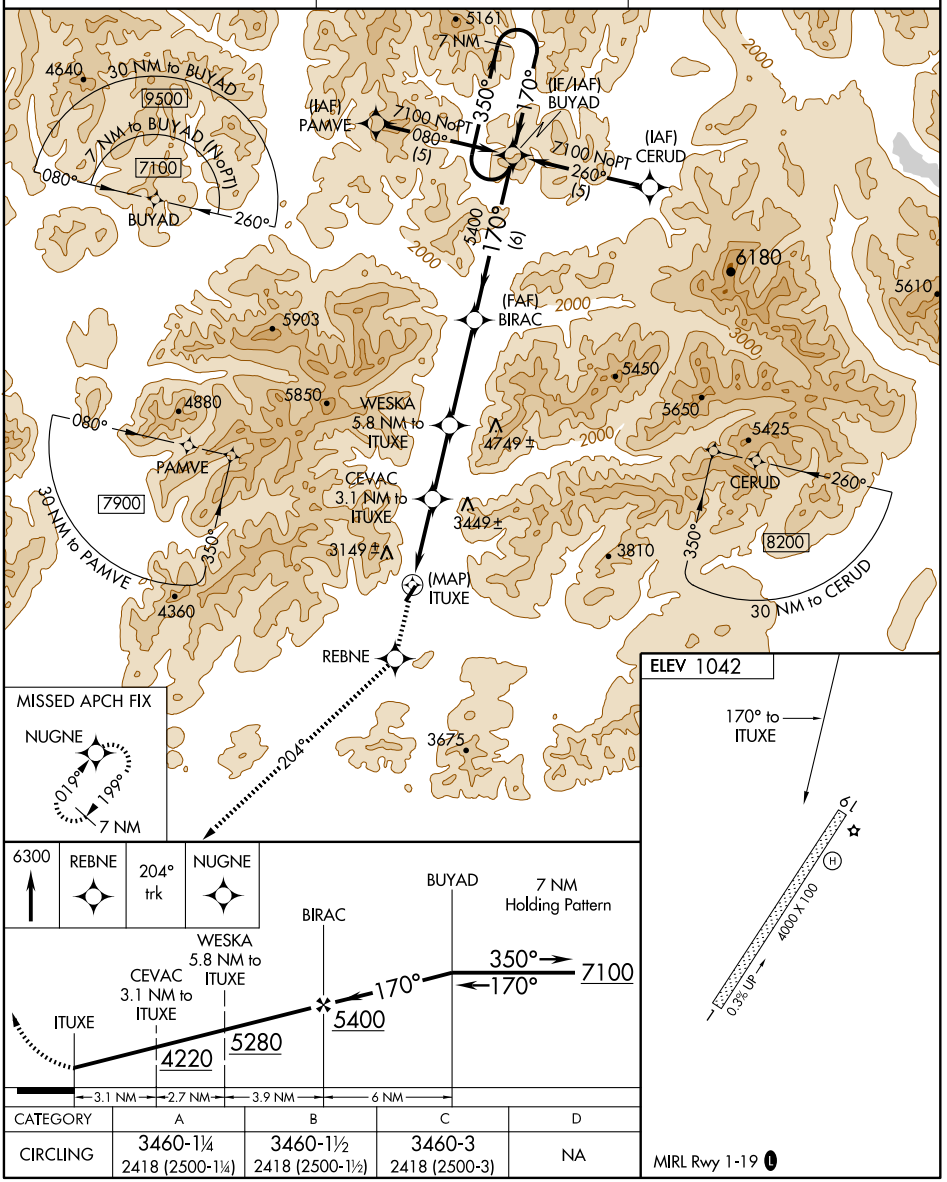
APP CRS	Rwy Idg	N/A
170°	TDZE	N/A
	Apt Elev	1042

RNAV (GPS)-A
COLDFOOT (CXF) (PACX)

Circling NA for Cats B and C west of Rwy 1-19.
DME/DME RNP- 0.3 NA.
Use Bettles altimeter setting.

MISSED APPROACH: Climb to 6300 direct REBNE and via 204° track to NUGNE and hold.

BETTLES ASOS	ANCHORAGE CENTER	CTAF
135.45	124.6 352.0	122.9 L



CATEGORY	A	B	C	D
CIRCLING	3460-1¼ 2418 (2500-1¼)	3460-1½ 2418 (2500-1½)	3460-3 2418 (2500-3)	NA

MIRL Rwy 1-19 L

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

COLDFOOT (CXF) (PACX)

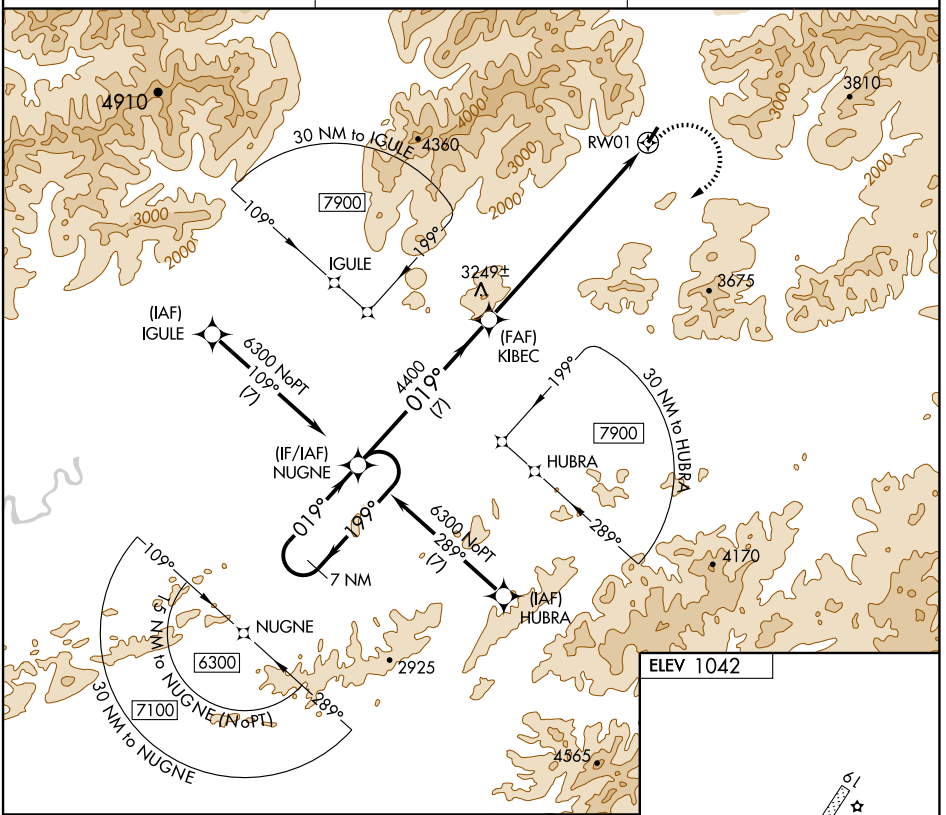
APP CRS	Rwy Idg	4000
019°	TDZE	1040
	Apt Elev	1042

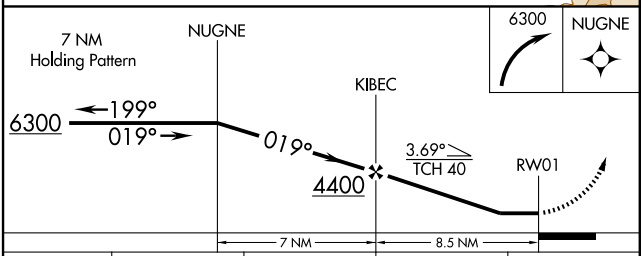
Circling NA for Cat C west of Rwy 1-19.
Use Bettles altimeter setting.
DME/DME RNP- 0.3 NA.

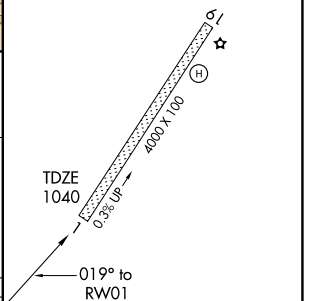
NA

MISSED APPROACH: Climbing right turn to 6300 direct NUGNE and hold.

BETTLES ASOS	ANCHORAGE CENTER	CTAF
135.45	124.6 352.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	3820-1¼ 2780 (2800-1¼)	3820-1½ 2780 (2800-1½)	3820-3 2780 (2800-3)	NA
CIRCLING	3820-1¼ 2778 (2800-1¼)	3820-1½ 2778 (2800-1½)	3820-3 2778 (2800-3)	NA

MIRL Rwy 1-19 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **CORDOVA MUNI SEAPLANE** (CKU) 1 E N60°32.63′ W145°43.60′ UTC−9(−8DT) **ANCHORAGE**

P 5 –80 09–27

SERVICE —S4

SEAPLANE REMARKS —Unattended. No public seaplane dock. Public seaplane facilities at small boat harbor. Freeze up in winter; Tidewater remains open. Operates in Eyak Lake.

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS JUNEAU JNU–NOTAM CDV)

RCO —123.6 122.2 **(E)** (JUNEAU FSS)

MOUNT EYAK RCO —122.5 (JUNEAU FSS)

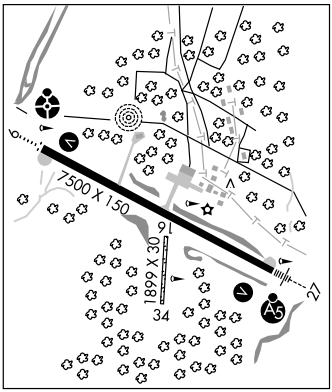
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

§ **MERLE K (MUDHOLE) SMITH** (CDV) (PACV) 11 SE N60°29.51′ W145°28.65′ UTC−9(−8DT) **ANCHORAGE**

P 54 BL 5, 6①, 9② H75(ASP–GRVD) 09–27 16–34 S–90, D–153, 2S–107, 2D–280 **H–1B, L–1A, 3E, 4H**

A—GEAR **IAP**

Rwy 27: EMAS



AIRPORT REMARKS —Attended 1600–0230Z‡. Class I, ARFF Index B. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to Arpt Manager Box 598, Cordova, AK 99574. Arpt maint duty hrs 1500–0130Z‡. Rwy 34 slope 0.9% up N. Snow removal/ice removal and arpt hazardous reporting only performed during duty hrs unless by prior arrangement in writing with management. ARFF equipment staffed during periods of air carrier ops only. Erratic winds. Moose occasionally on or near rwy. Large flocks of migratory birds in vicinity during season. No snow removal or deicing preformed between 0200–1700Z‡ daily, Rwy 16–34 marked by 36 inch orange cones. Rwy 09 rgt tfc. Rwy condition reports will reflect day operations only. Rwy 16–34 thld and side markings removed in winter. Twy D limited to 12,500 lbs. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. ACTIVATE HIRL Rwy 09–27, MALSR Rwy 27, ODALS Rwy 09, and VASI Rwys 09 and 27—CTAF. MALSR Rwy 27. Rwy 09 ODALS. ①Rwy 09–27 ②Rwy 09, TCH 41′ GS 3.0°. Rwy 27 TCH 58′ GS 3.0°.

WEATHER DATA SOURCES —(ASOS 134.8 907–424–5900)

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS JUNEAU JNU–NOTAM CDV)

CORDOVA RCO —123.6 122.2 **(E)** (JUNEAU FSS)

ANCHORAGE CENTER APP/DEP CON —269.4 133.6 119.3

RADIO AIDS TO NAVIGATION

GLACIER RIVER NDB(HW) 404 GCR N60°29.93′ W145°28.47′ At Fld.55/22E.

ORCA BAY NDB(HW) 233 ALJ N60°28.79′ W146°35.25′ 065° 33.0 NM to fld.

VHF/DF—contact JUNEAU FSS. Lctd at N60°29.55′ W145°25.55′.

VHF/DF unusable:

035°–090° byd 25 NM blw 13000′

090°–105° byd 40 NM blw 5000′

215°–240° byd 40 NM blw 5000′

240°–265° byd 40 NM blw 12000′

265°–035° blw 13,000′

ILS/DME 110.7 I–CDV Chan 44 Rwy 27. Class IE. Localizer unusable byd 10° north of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. Cordova weather report avbl LC 424–7614 or 122.65.

§ **CORVALLIS MUNI** OR (CVO) (KCVO) 4 SW N44°29.83′ W123°17.37′ UTC−8(−7DT) **KLAMATH FALLS**

P 250 BL4, 5, 9①, 10②, 12③ H59(ASP) 17–35 S–35, D–73, 2S–127, 2D–100 09–27④ **H–1E**

S–51, D–65, 2S–83, 2D–100 **IAP**

SERVICE—S4 **FUEL**—(NC–100LL, JET A) LHOX and RB–HIGH

AIRPORT REMARKS — Attended 1600Z‡–dusk. Migratory waterfowl and other birds on and in the vicinity of arpt. TPA 1050′ MSL 800′ AGL. Heavy–lift helicopter activity on and invof arpt, be aware of possible rotor tip vortices. ACTIVATE MALSR Rwy 17 and MIRL Rwy 09–27 and REIL Rwy 35—CTAF. ①Rwy 17, TCH 50′. GS 3.0°. Rwy 35, TCH 51′. GS 3.0°. ②Rwy 35. ③Rwy 27 TCH 25′ GS 3.0°. ④Rwy 27 thld dsplcd 199′.

WEATHER DATA SOURCES —(AWOS–3 135.775 541–754–0081)

COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS MCMINNVILLE MMV–NOTAM CVO)

Ⓡ **CASCADE APP/DEP CON**—348.7 127.5 (1400–0730Z‡)

Ⓡ **SEATTLE CENTER APP/DEP CON**—291.7 125.8 (0730–1400Z‡)

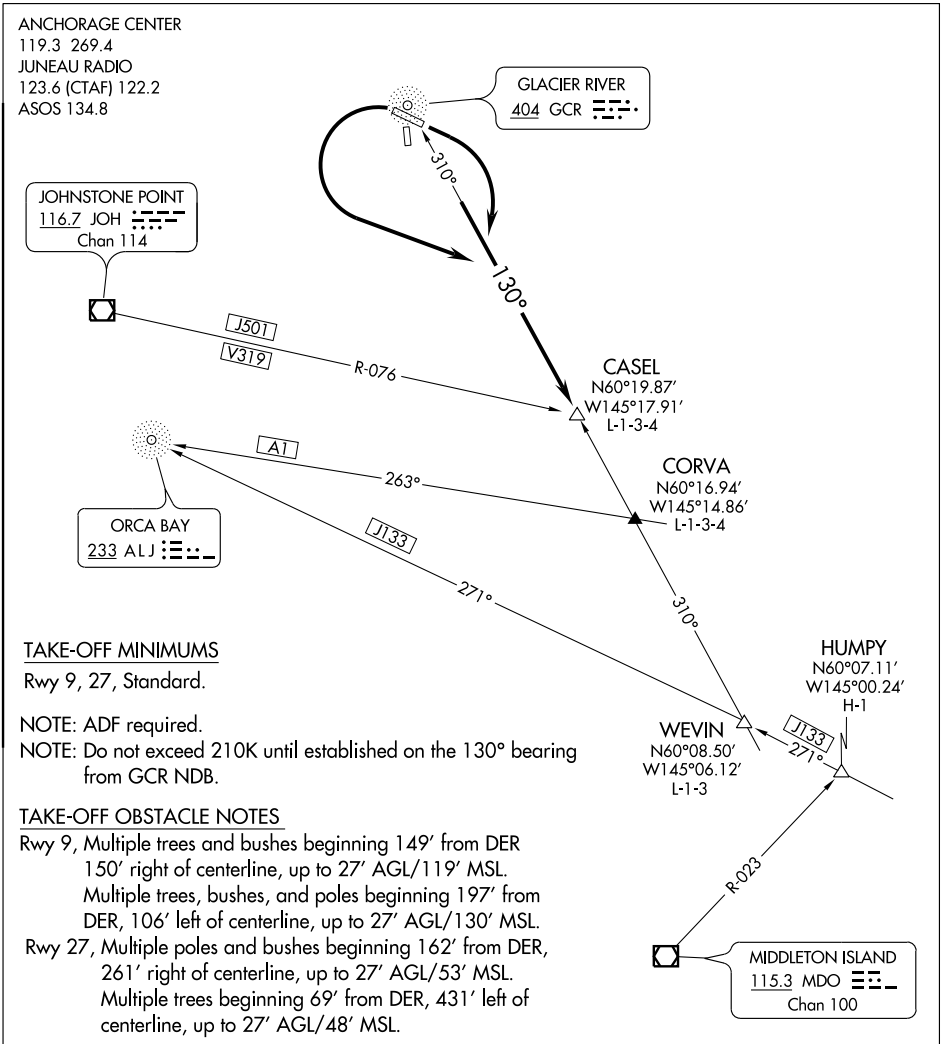
RADIO AIDS TO NAVIGATION

(H) VORW/DME 115.4 CVO Chan 101 N44°29.98′ W123°17.62′ at fld. 241/18E.

LEWISBURG NDB (MHW) 225 LWG N44°36.82′ W123°16.24′ 169° 7.0 NM to fld.

ILS 111.9 I–CVO Rwy 17. Class IT.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.



TAKE-OFF MINIMUMS

Rwy 9, 27, Standard.

NOTE: ADF required.

NOTE: Do not exceed 210K until established on the 130° bearing from GCR NDB.

TAKE-OFF OBSTACLE NOTES

Rwy 9, Multiple trees and bushes beginning 149' from DER 150' right of centerline, up to 27' AGL/119' MSL. Multiple trees, bushes, and poles beginning 197' from DER, 106' left of centerline, up to 27' AGL/130' MSL.

Rwy 27, Multiple poles and bushes beginning 162' from DER, 261' right of centerline, up to 27' AGL/53' MSL. Multiple trees beginning 69' from DER, 431' left of centerline, up to 27' AGL/48' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

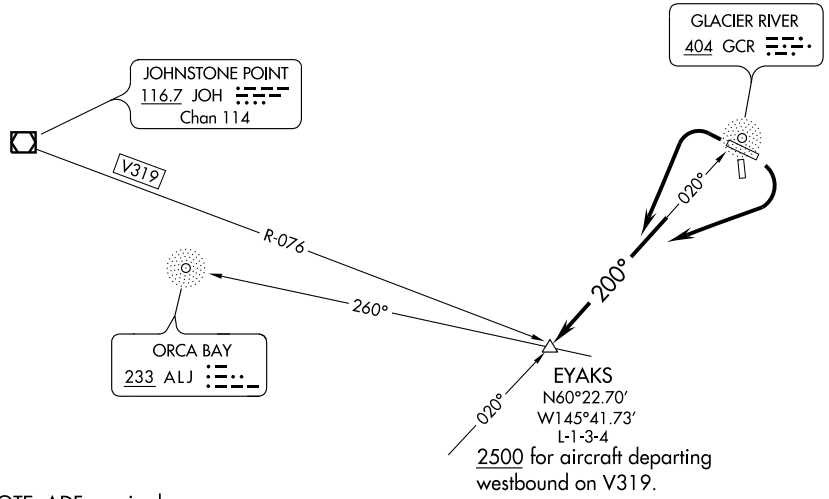
TAKE-OFF RUNWAY 9: Climbing right turn to intercept the 130° bearing from GCR NDB to CASEL INT, Thence. . . .

TAKE-OFF RUNWAY 27: Climbing left turn to intercept the 130° bearing from GCR NDB to CASEL INT, Thence. . . .

. . . .via assigned route. Maintain 5000 expect higher altitude 10 minutes after departure.

AK, 23 SEP 2010 to 18 NOV 2010

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 134.8



NOTE: ADF required.

NOTE: Rwy 27: ATC climb of 219' per NM to 2500 required for aircraft departing westbound on V319.

TAKE-OFF MINIMUMS

Rwy 9, 27, Standard. Do not exceed 210K until established on 200° bearing from GCR NDB.

TAKE-OFF OBSTACLE NOTES

Rwy 9, Multiple trees and bushes beginning 149' from DER, 150' right of centerline, up to 27' AGL/119' MSL.
Multiple trees, bushes, and poles beginning 197' from DER, 106' left of centerline, up to 27' AGL/130' MSL.

Rwy 27, Multiple poles and bushes beginning 162' from DER, 261' right of centerline, up to 27' AGL/53' MSL.
Multiple trees beginning 69' from DER, 431' left of centerline, up to 27' AGL/48' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing right turn to intercept the 200° bearing from GCR NDB to EYAKS INT, Thence. . . .

TAKE-OFF RUNWAY 27: Climbing left turn to intercept the 200° bearing from GCR NDB to EYAKS INT, Thence. . . .

. . . . via assigned route, maintain 5000, expect higher altitude 10 minutes after departure.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-CDV	APP CRS	Rwy Idg	7500
110.7	272°	TDZE	53
Chan 44		Apt Elev	54

ILS or LOC/DME RWY 27

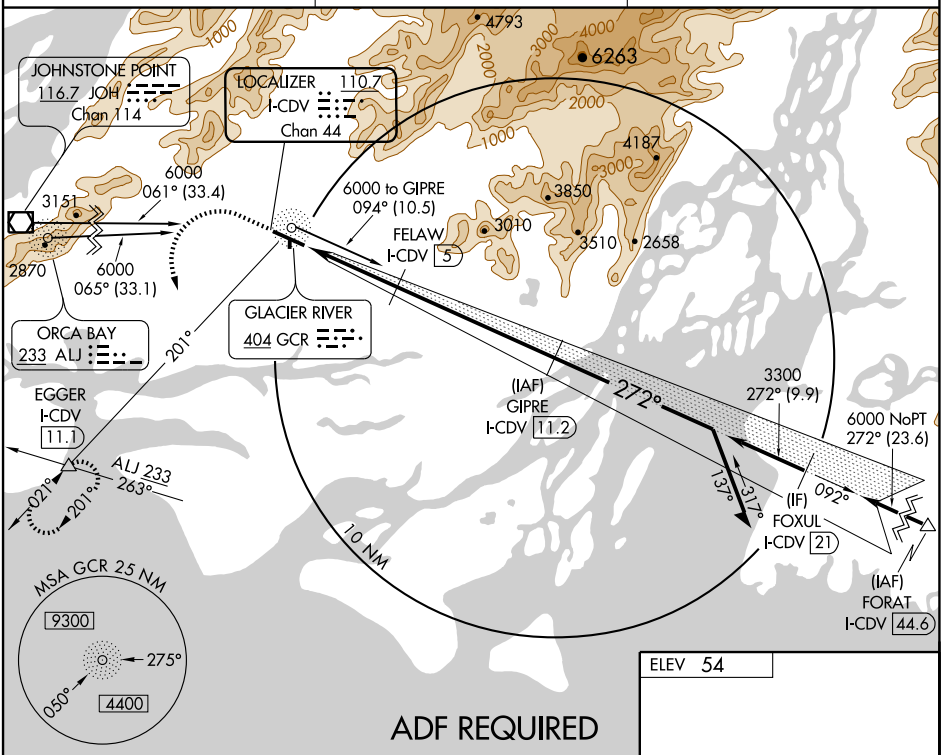
CORDOVA/ MERLE K (MUDHOLE) SMITH (CDV)(PACV)

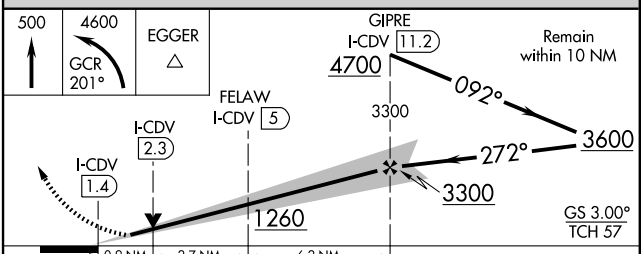
Circling NA north of Rwy 9-27.
Circling NA at night to Rwy 16-34.
ADF required.

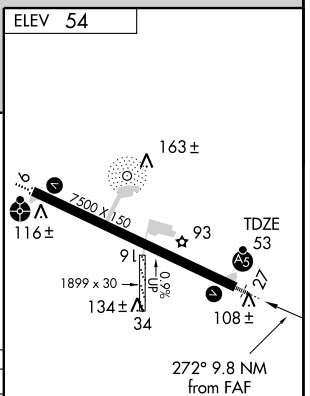
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 4600 via 201° bearing from GCR NDB to EGGER INT/I-CDV 11.1 DME and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
134.8	119.3 133.6 269.4	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
S-ILS 27	253-½ 200 (200-½)			
S-LOC 27	380-½ 327 (400-½)			
CIRCLING	460-1 406 (500-1)	520-1 466 (500-1)	520-1½ 466 (500-1½)	620-2 566 (600-2)

HIRL Rwy 9-27 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
040°	TDZE	N/A
	Apt Elev	54

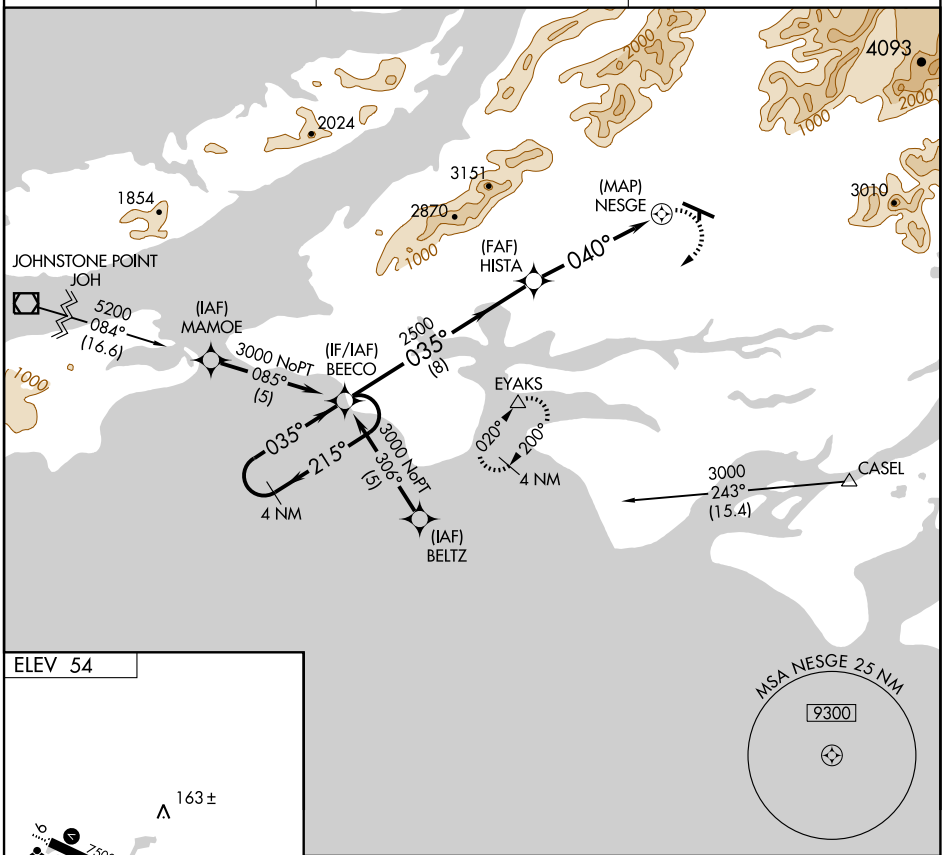
RNAV (GPS)-B

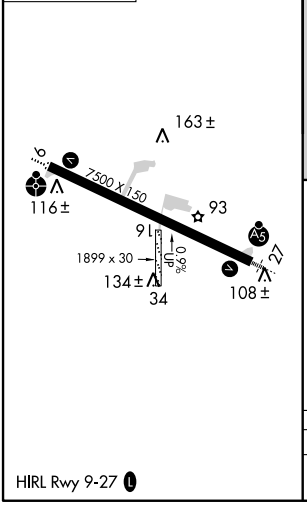
CORDOVA/MERLE K (MUDHOLE) SMITH (CDV)(PACV)

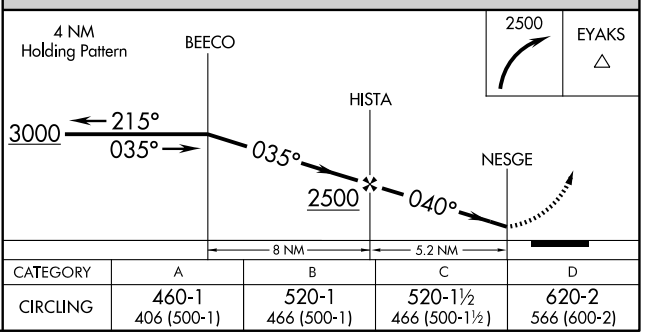
DME/DME RNP-0.3 NA.
Circling NA north of Rwy 9-27.
Circling NA at night to Rwy 16-34.

MISSED APPROACH: Climbing right turn to 2500 direct EYAKS and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
134.8	119.3 133.6 269.4	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
CIRCLING	460-1 406 (500-1)	520-1 466 (500-1)	520-1½ 466 (500-1½)	620-2 566 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7500
282°	TDZE	53
	Apt Elev	54

RNAV (GPS) RWY 27

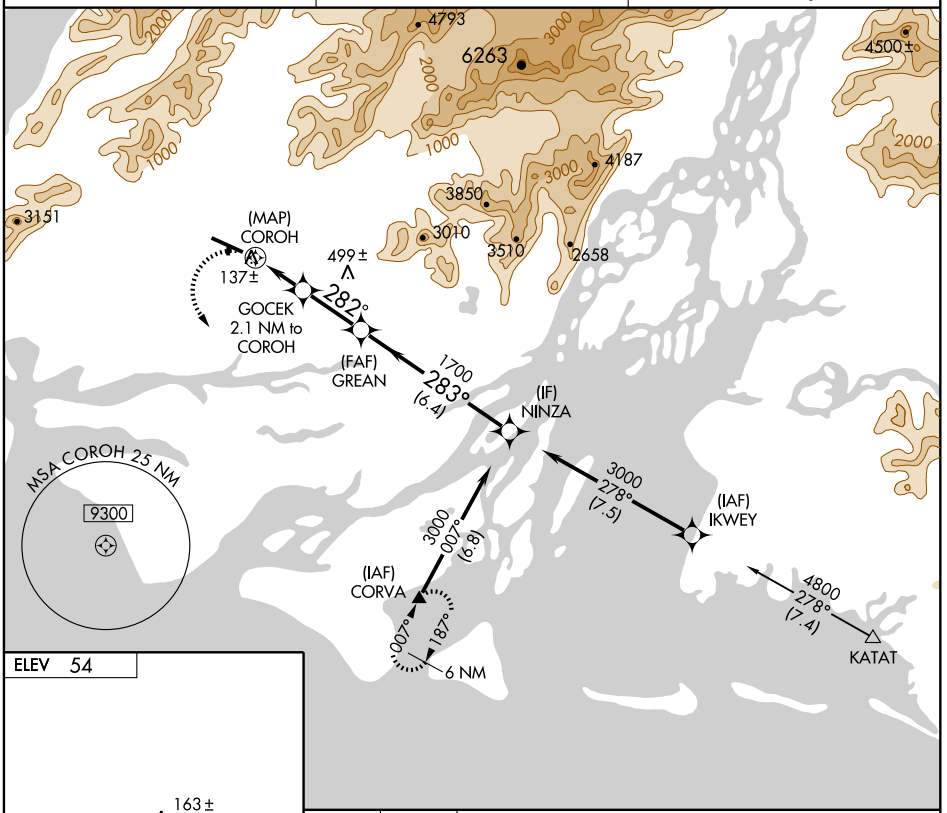
CORDOVA/ MERLE K (MUDHOLE) SMITH (CDV)(PACV)

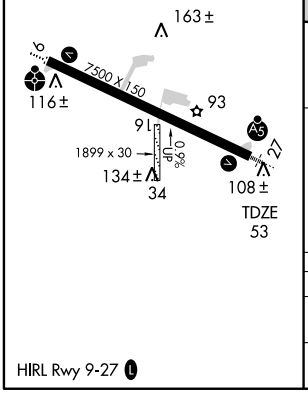
DME/DME RNP- 0.3 NA. Circling NA north Rwy 9-27. Circling NA at night to Rwy 16-34. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile, increase Cat D visibility to 1¼ mile.

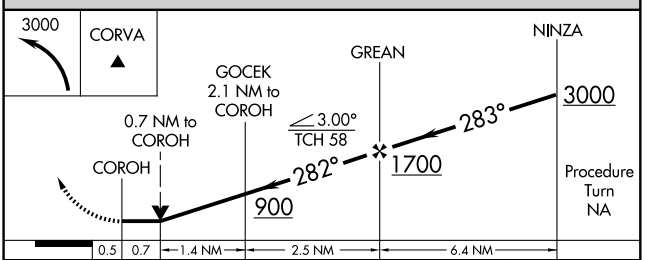
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct CORVA and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
134.8	119.3 133.6 269.4	123.6 (CTAF) L 122.2







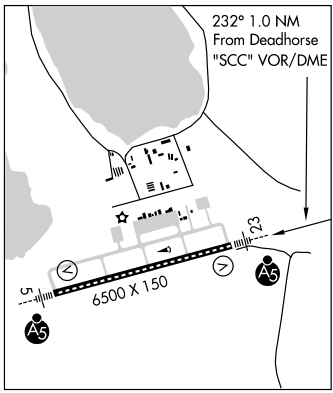
CATEGORY	A	B	C	D
LNAV MDA	460-¾ 407 (500-¾)			460-1 407 (500-1)
CIRCLING	460-1 406 (500-1)	520-1 466 (500-1)	520-1½ 466 (500-1½)	620-2 566 (600-2)

HIRL Rwy 9-27 L

AK, 23 SEP 2010 to 18 NOV 2010

§ **DEADHORSE** (SCC) (PASC) 0 SE N70°11.69′ W148°27.91′ UTC−9(−8DT) **POINT BARROW**
P 65 BL5, 6, 8, 9①, 11 H65(ASP) 05–23 S–108, D–200, 2D–370 **H–1A, L–4J**
FUEL —(NC–100, B, MOGAS) **IAP**

AIRPORT REMARKS —Attended 1530–0230Z‡. Migratory waterfowl in vicinity of arpt Spring through Fall. Caribou occasionally on rwy and movement areas. Snow/ice removal, hazardous conditions reporting performed and valid during duty hrs only 0600–1730 local time daily. Rwy condition reports reflect conditions during duty hrs only. Class I, ARFF Index B. CLOSED to air carrier operations with more than 30 passenger seats except with PPR in writing to Airport Manager, Pouch 340002, Prudhoe Bay, AK 99734. Rwy 05–23 1000′ rwy safety area each end of rwy. Twy F closed to aircraft 12,500 lbs and over. Rwy 05 rgt tfc. Fuel avbl on 123.0. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 23 RVR touchdown avbl. HIRL Rwy 05–23 oper low ints continuously and MALSR Rwys 05 and 23 ops continuously. To increase ints ctc Deadhorse FSS 123.6. When FSS clsd ACTIVATE HIRL Rwy 05–23 and MALSR Rwys 05 and 23—CTAF. ①Rwy 05, TCH 50′. GS 3.0°. Rwy 23, TCH 51′. GS 3.0°.



WEATHER DATA SOURCES—(ASOS 907–659–2591).
COMMUNICATIONS—(CTAF 123.6) (UNICOM 123.0)(ATIS 118.4) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡–NOTAM SCC OT CTC FAIRBANKS FAI)
RADIO —123.6 122.2 **(V)** (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON —370.9 134.4
RADIO AIDS TO NAVIGATION
(H)VORWDME 113.9 SCC Chan 86 N70°11.95′ W148°24.97′ 232° 1.0 NM to Fld. 76/23E.
PUT RIVER NDB(HW) 376 PVQ N70°13.36′ W148°24.97′ 188° 2.0 NM to Fld./23E.
VHF/DF—Ctc DEADHORSE FSS. OTS indef.
ILS/DME 109.3 I–SCC Chan 30 Rwy 05. LOC back course unusable byd 20° right of course.
RADIO/NAV/WEATHER REMARKS —Local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Contract wx observer is avbl when Deadhorse FSS clsd on 133.55 or phone 907–659–2401.

HELMERICKS (22AK) 0 N N70°25.70′ W150°24.17′ UTC−9(−8DT) **POINT BARROW**
PVT 7 25(EARTH) 03–21
AIRPORT REMARKS —Unattended. Rwy not maintained Oct–Apr. Ditches along each side of rwy. 100LL for emerg use only. Rwy 03–21 soft when wet. Ldg fee.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡ OT CTC FAFIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

INIGOK (4AK1) 96 W N70°00.23′ W153°04.66′ UTC−9(−8DT) **POINT BARROW**
PVT 192 B5, 9①, 10 50(GVL) 02–20 **H–1A, L–4I**
AIRPORT REMARKS —Unattended. 18′ antenna atop bldg 500′ NW of Rwy 20. ①Rwy 02, TCH 40′. GS 3.0°. Rwy 20, TCH 40′. GS 3.0°.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡ OT ctc FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —Local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DEAD TREE BC N53°21.00′ W131°56.40′ **KETCHIKAN**
NDB(MHW) 248 ZZP 120° 7.3 NM to Sandspit. /22E. **L–1D**

DEASE LAKE BC (CYDL) 2 S N58°25.34′ W130°01.89′ UTC−8(−7DT) **H–1C**
P 2634 L4, 12② H60(ASP) 02–20①
FUEL —(NC–100LL, B)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6003 TODA–6003 ASDA–6003 LDA–6003
RWY 20: TORA–6003 TODA–6003 ASDA–6003 LDA–5601
AIRPORT REMARKS —Only pilots familiar with local terrain should use this arpt during hrs of darkness. Night ops are not recommended unless all 3 hazard bcns are operating. Rgt tfc Rwy 02. Night traffic pattern 3834 MSL (1200 AGL). Limited winter maintenance. ①Rwy 20 thld dsplcd 402′. ②Rwy 02, GS 4.0°. Rwy 20, GS 4.0°.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYDL)
RCO—126.7 (WHITEHORSE FSS)
RADIO/NAV/WEATHER REMARKS —Toll free call to Whitehorse FSS dial 866–WX–BRIEF.

LOC/DME I-SCC	APP CRS	Rwy Idg 6500
109.3	052°M	TDZE 65
Chan 30	(223°G)	Apt Elev 65

ILS or LOC/DME RWY 5

DEADHORSE (SCC) (PASC)

⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DAs/MDAs 140 feet and all visibilities ¾ mile. For inoperative MALSR, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 5 Cats D and E visibility to RVR 5000. When using Nuiqsut altimeter setting, inoperative table does not apply. VDP NA when using Nuiqsut altimeter setting. Use I-SCC DME when on localizer course. *Visibility Cats A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L

PVQ NDB arrivals northbound on A3 or A17 descend in holding to 5700 prior to commencing approach.

(IAF) YIGUF SCC 16

SCC R-272

2300 NoPT SCC 16 Arc

1900 to Cimas 220°M (6.7) (031°G)

1900 to Cimas 232°M (6.2) (043°G)

(171°G) 360°M (351°G) 180°M

232 222

PUT RIVER 376 PVQ

10 NM

DEADHORSE 113.9 SCC Chan 86

114±

(088°G) 277° 097° (268°G)

SCC LR-240

052°M (223°G)

232°M (043°G)

(IAF) CIMAS I-SCC 6

ZEPAD I-SCC 1.6

LOCALIZER 109.3 I-SCC Chan 30

232°

1600 052°M (9.8) (223°G)

T

M

(IF) JOVVO I-SCC 15.8

SCC LR-224

MSA SCC 25 NM

2200

DME REQUIRED

SCC R-178

SCC R-157

SCC R-138

2300 NoPT SCC 16 Arc

(IAF) ARCON SCC 16

(IAF) UVALL SCC 16

(IAF) SHELO SCC 16

2300 NoPT SCC 16 Arc

2300 NoPT SCC 16 Arc

355

MV 023° E
GV 171° E
NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

G

ELEV 65

205

TDZE 65

6500 X 150

5 23

052°M (223°G) 4.6 NM from FAF

1500	2000	SCC 113.9

Remain within 15 NM

CIMAS I-SCC 6

1900

232°M (043°G)

052°M (223°G)

1600

1600

I-SCC 2.2

ZEPAD I-SCC 1.6

GS 3.00° TCH 55

3.8 NM 0.6 0.2

CATEGORY	A	B	C	D	E
S-ILS 5	*265/24 200 (200-½)				
S-LOC 5	380/24 315 (400-½)			380/40 315 (400-¾)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-SCC	APP CRS	Rwy Idg	6500
109.3	232° M	TDZE	63
Chan 30	(043° G)	Apt Elev	65

LOC/DME BC RWY 23

DEADHORSE (SCC) (PASC)

⚠ For inoperative MALSR, increase Cat D and E visibility to RVR 5000. When using Nuiqsut altimeter setting, inoperative table does not apply. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L

AK, 23 SEP 2010 to 18 NOV 2010

BACK COURSE

PVQ NDB arrivals northbound on A3 or A17 descend in holding to 5700 prior to commencing approach.

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T M G

MV 023° E
GV 171° E

2300 NoPT SCC 16 Arc

(IAF) YIGUF SCC 16

PUT RIVER 376 PVQ

R-272

16 NM

1600 072°M (243°G) (4)

1600 232°M (043°G) (11.9)

LR-044

R-052

(171°G) 360°M (351°G) 180°M

052°M 276±

232 222 90±

232°M (043°G)

088°G 277° 097° 268°G

(IF) QUVQU I-SCC 16.2

LR-060

(IAF) OCOTA I-SCC 4.3

ZIMPO I-SCC 0.5

1600 052°M (223°G) (4.1)

R-178 R-157 R-138

LOCALIZER 109.3 I-SCC Chan 30

DEADHORSE 113.9 SCC Chan 86

MSA SCC 25 NM 2200

2300 NoPT SCC 16 Arc

(IAF) UVALL SCC 16

355

(IAF) SHELO SCC 16

2300 NoPT SCC 16 Arc

2300 NoPT SCC 16 Arc

(IAF) ARCON SCC 16

ELEV 65

205

6500 X 150

5 23

TDZE 63

HIRL Rwy 5-23 L

1500 2000 SCC 113.9

Use I-SCC DME when on localizer course.

OCOTA I-SCC 4.3

Remain within 15 NM

052°M (223°G)

VOR/DME

ZIMPO I-SCC 0.5

232°M (043°G)

1600

1600

3.04° TCH 51

Disregard glide slope indications.

0.5 0.3 3.8 NM

CATEGORY	A	B	C	D	E
S-23	340/24 277 (300-½)			340/40 277 (300-¾)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

WAAS	APP CRS	Rwy Idg	6500
CH 49103	052° M	TDZE	65
W05A	(223° G)	Apt Elev	65

RNAV (GPS) RWY 5

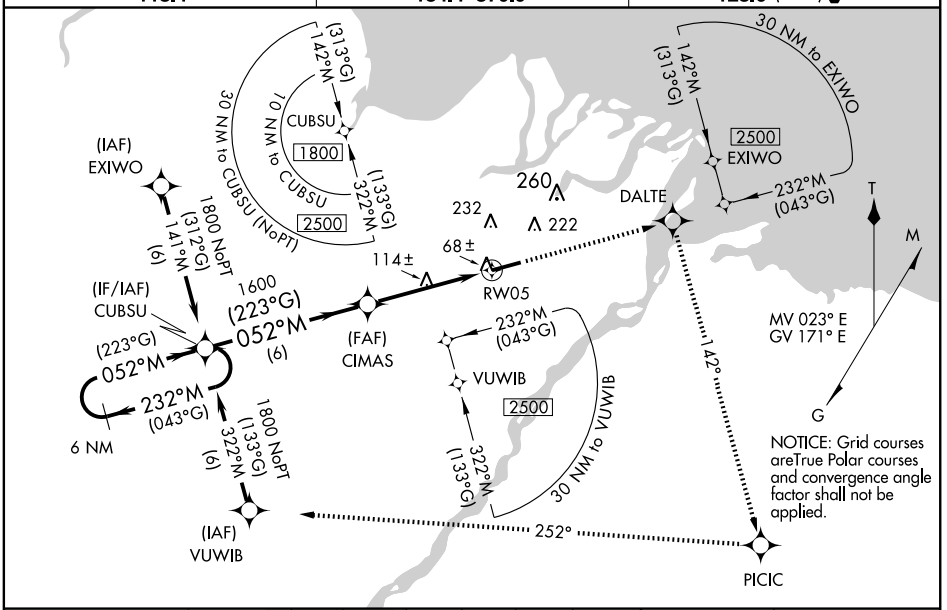
DEADHORSE (SCC) (PASC)

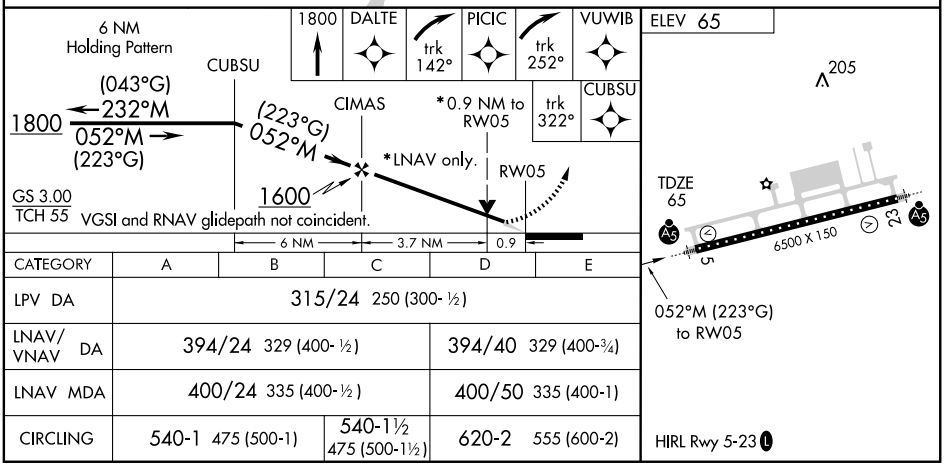
⚠ Baro-VNAV NA when using Nuiqsut altimeter setting. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DA 124 feet and all MDA 140 feet, and increase LPV all Cats. visibility ¼ mile, LNAV/VNAV Cats. A, B, C visibility ½ mile, Cat. D, E visibility ¼ mile, increase LNAV Cat. C, E visibility ¼ mile, Circling Cat. C/D ¼ mile and Cat. E ½ mile. For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV visibility Cat. D to RVR 5000, Cat. E to RVR 6000, LNAV Cat.E to RVR 6000. Inoperative table does not apply to LNAV Cat. D visibility. For inoperative MALSR when using Nuiqsut altimeter setting, increase LPV all Cats. visibility to RVR 6000, LNAV/VNAV Cat. E to 1½ mile and LNAV Cat. E to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 1800 direct DALTE and right turn via track 142° to PICIC and right turn via track 252° to VUWIB and via track 322° to CUBSU and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L





CATEGORY	A	B	C	D	E
LPV DA	315/24 250 (300-½)				
LNAV/VNAV DA	394/24 329 (400-½)			394/40 329 (400-¾)	
LNAV MDA	400/24 335 (400-½)			400/50 335 (400-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6500
CH 69203	232° M	TDZE	63
W23A	(043° G)	Apt Elev	65

RNAV (GPS) RWY 23

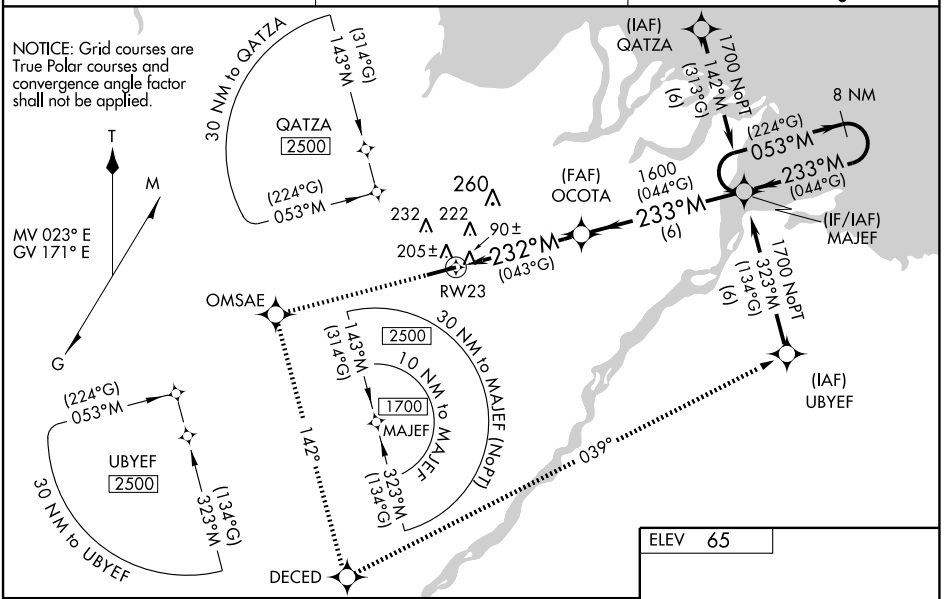
DEADHORSE (SCC) (PASC)

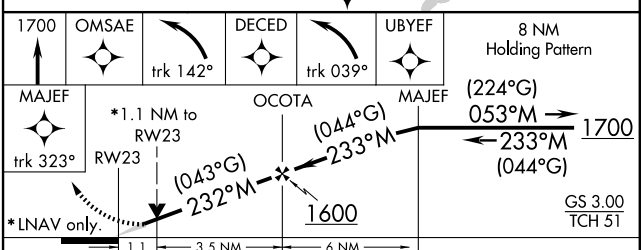
⚠ Baro-VNAV NA when using Nuiqsut altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DA 124 feet and all MDA 140 feet, and increase LNAV Cats. A, B, D visibility ¼ mile, Cats. C,E visibility ½ mile, LNAV/VNAV all Cats. visibility ½ mile, Circling Cat. C/D ¼ mile and Cat. D ½ mile. For inoperative MALSR, increase LNAV/VNAV Cat. E visibility to 1¾ miles, LNAV Cat D to RVR 6000 and Cat. E to 1½ miles. Inoperative table does not apply to LPV all Cats. For inoperative MALSR when using Nuiqsut altimeter setting, increase LPV all Cats. visibility to RVR 6000, LNAV/VNAV and LNAV Cat. E to 2 miles.

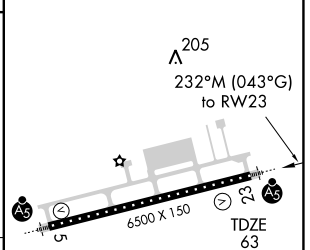
MALSR

MISSED APPROACH: Climb to 1700 direct OMSAE and left turn via track 142° to DECED and left turn via track 039° to UBYEF and via track 323° to MAJEF and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	313/40 250 (300-¾)				
LNAV/VNAV DA	524/50 461 (500-1)				524/60 461 (500-1¼)
LNAV MDA	460/24 397 (400-½)			460/50 397 (400-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	052°M	TDZE	65
Chan 86	(223°G)	Apt Elev	65

VOR/DME RWY 5

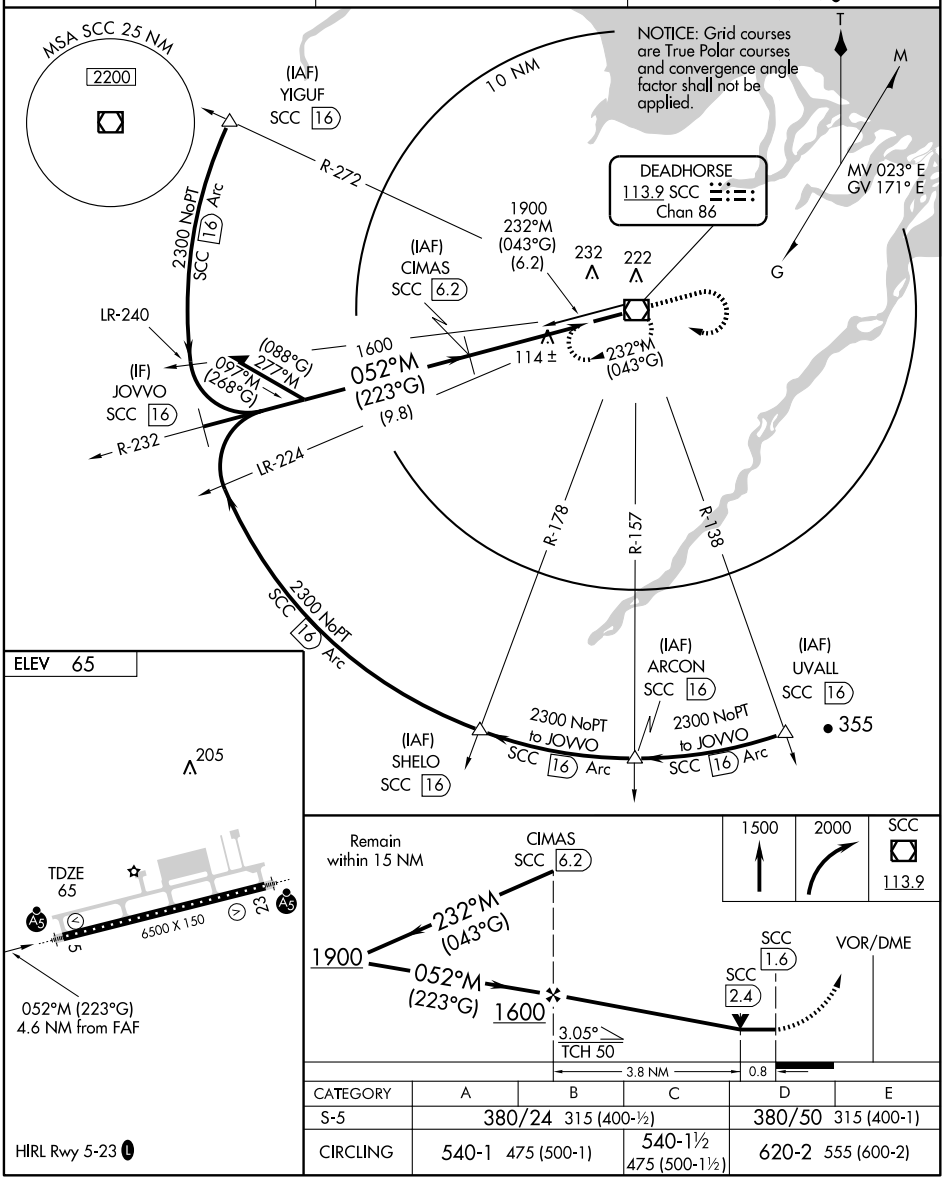
DEADHORSE (SCC) (PASC)

A Inoperative table does not apply to S-5 Cats D and E, and when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L



CATEGORY	A	B	C	D	E
S-5	380/24 315 (400-½)			380/50 315 (400-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	232° M	TDZE	63
Chan 86	(043° G)	Apt Elev	65

VOR/DME RWY 23

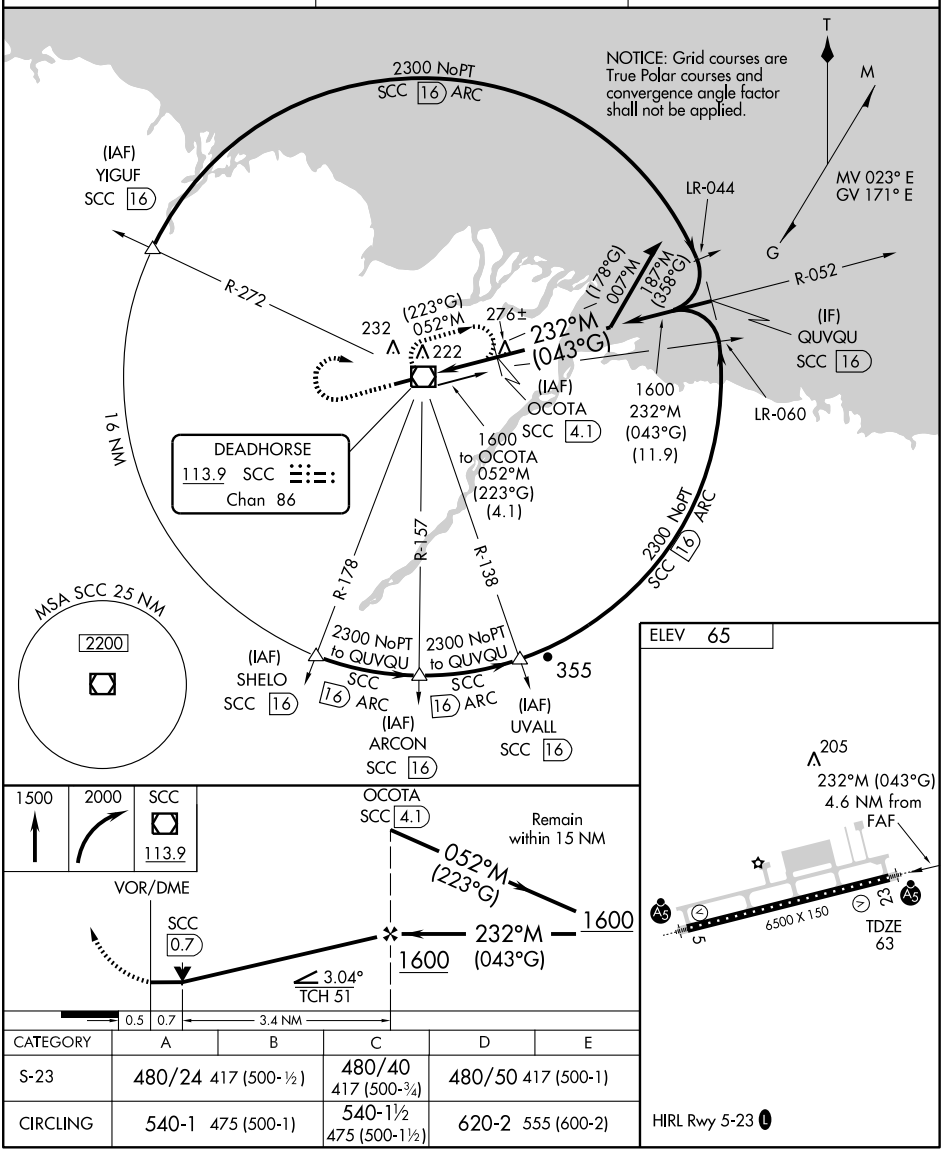
DEADHORSE (SCC) (PASC)

⚠ For inoperative MALSR, increase S-23 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile. When using Nuiqsut altimeter setting, inoperative table does not apply. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilites 1 mile. VDP NA when using Nuiqsut altimeter setting.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L



CATEGORY	A	B	C	D	E
S-23	480/24 417 (500-½)		480/40 417 (500-¾)	480/50 417 (500-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	052°M	TDZE	65
Chan 86	(223°G)	Apt Elev	65

VOR RWY 5

DEADHORSE (SCC) (PASC)

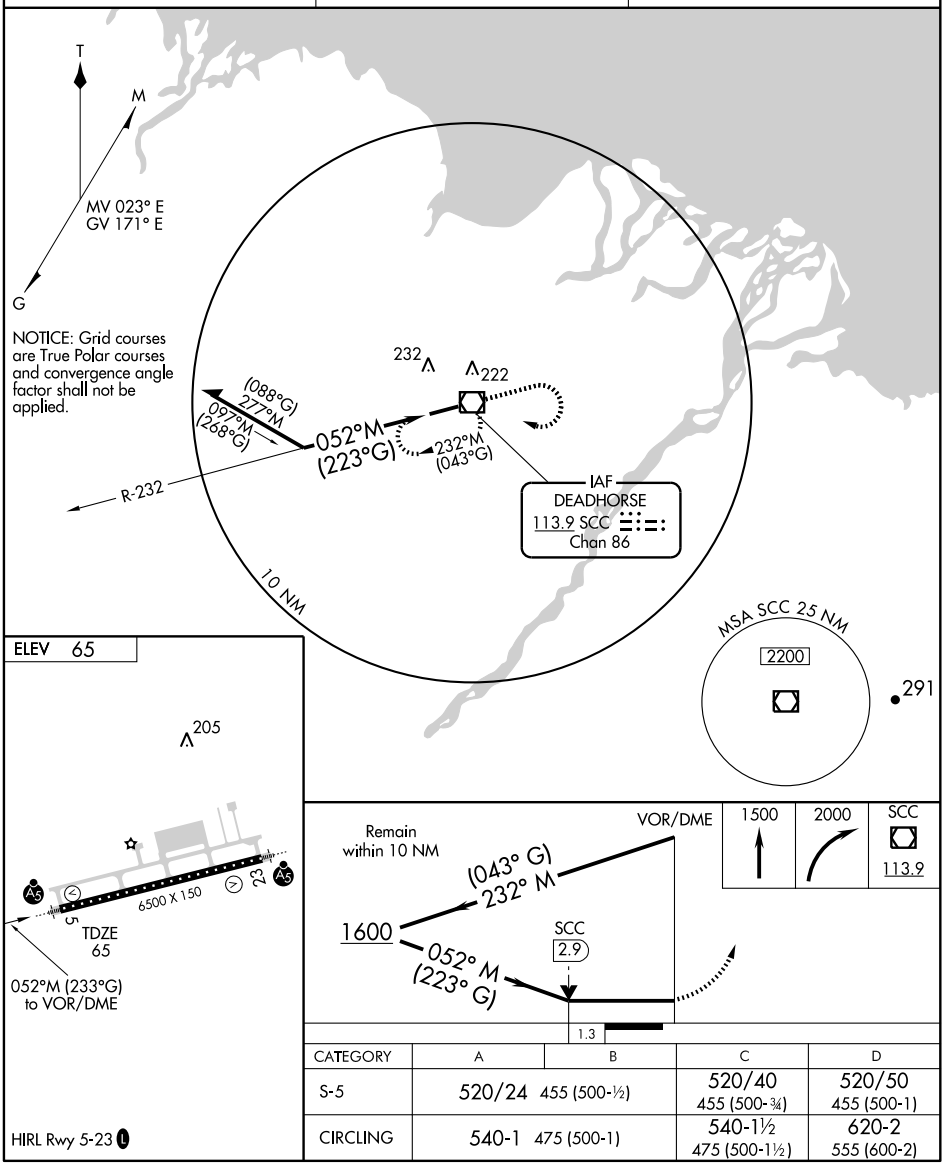
AK, 23 SEP 2010 to 18 NOV 2010

When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-5	520/24 455 (500-½)		520/40 455 (500-¾)	520/50 455 (500-1)
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	232°M	TDZE	63
Chan 86	(043°G)	Apt Elev	65

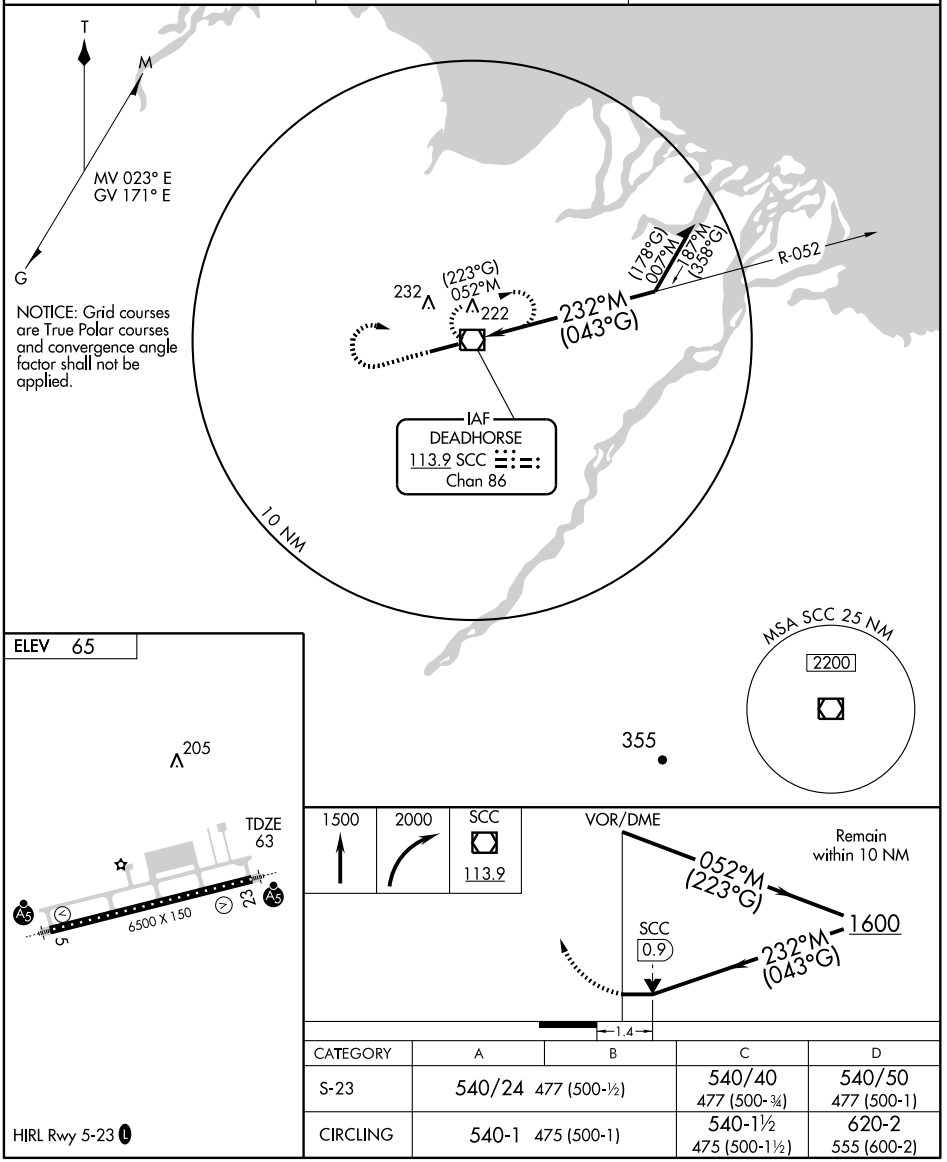
VOR RWY 23
DEADHORSE (SCC) (PASC)

When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities 1 mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L



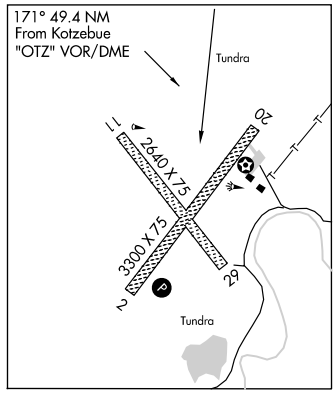
CATEGORY	A	B	C	D
S-23	540/24 477 (500-½)		540/40 477 (500-¾)	540/50 477 (500-1)
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)

HIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **DEERING** (DEE) (PADE) 2 SW N66°04.17′ W162°45.98′ UTC−9(−8DT) **NOME**
P 21 BL4, 10①, 12② 33(GVL) 02–20, 11–29 **L–4H**
AIRPORT REMARKS —Unattended. Musk Oxen on and invof of rwys. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 29 slope 0.4% up NW. Rwy 02–20 grass growing on rwy edges. Rwy plowed in winter. Rwy 11–29 grass growing on rwy edges. ACTIVATE MIRL Rwy 02–20 and Rwy 11–29 and REIL Rwy 02, Rwy 20, Rwy 11, Rwy 29 and PAPI Rwy 02 and Rot Bcn—CTAF. ①Rwy 02, Rwy 11, Rwy 20 and Rwy 29. ②Rwy 02, TCH 25′. GS 3.0°. **IAP**
WEATHER DATA SOURCES—(ASOS 135.5 907–363–2102) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM DEE OT CTC FAIRBANKS FAI)
ANCHORAGE CENTER APP/DEP CON—263.0 119.2
RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–800–WX–BRIEF.



DELTA DAVES (See DELTA JUNCTION)

DELTA JUNCTION N64°01.41′ W145°41.21′ **ANCHORAGE**
NDB(ABHW) 347 DJN 184° 1.9 NM to Allen AAF. /23E. **TWEB.** **H–1B, L–3B, 3E**

DELTA JUNCTION

ALL WEST (AK77) 11 E N63°56.49′ W145°25.33′ UTC−9(−8DT) **ANCHORAGE**
PVT 1275 55(GVL) 09–27 **H–1B, L–1A, 3B, 3E**
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DELTA DAVES (AA22) 7 NW N64°07.97′ W145°48.27′ UTC−9(−8DT) **FAIRBANKS**
PVT 1070 23(TURF) 15–33
AIRPORT REMARKS —Unattended. Rwy 33 rgt tfc.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **DELTA JUNCTION** (D66) 0 N N64°03.03′ W145°43.04′ UTC−9(−8DT) **FAIRBANKS**
1150 25(GVL) 07–25
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy 07 p–line W of rwy marked with orange balls. Clnc slope to p–line 33:1. 335′ lgtd twr 1 mi S of arpt. Rwy 25 rgt tfc.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

ROCKING T RANCH (11AK) 6 E N63°59.98′ W145°30.14′ UTC−9(−8DT) **ANCHORAGE**
PVT 1190 10(GVL) 15–33
AIRPORT REMARKS —Unattended. Rwy 15–33 not plowed or otherwise maintained. PPR before ldg. Rwy 15–33 loose gravel on sfc. Rwy 15–33 has large rock on sfc.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

WINGSONG ESTATES (AKØ9) 7 N N64°02.98′ W145°30.14′ UTC−9(−8DT) **FAIRBANKS**
PVT 1100 24(TURF) 15–33①
AIRPORT REMARKS —Unattended. Rwy conditions not monitored, recommend visual inspection prior to using. No winter maint. Daylt use only. Trees close in east, west and south of rwy. Recommend Rwy 33 for dep. Rwy 15 rgt tfc. ①Rwy 15 thld displaced 590′.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

KOTZE ONE DEPARTURE (RNAV)

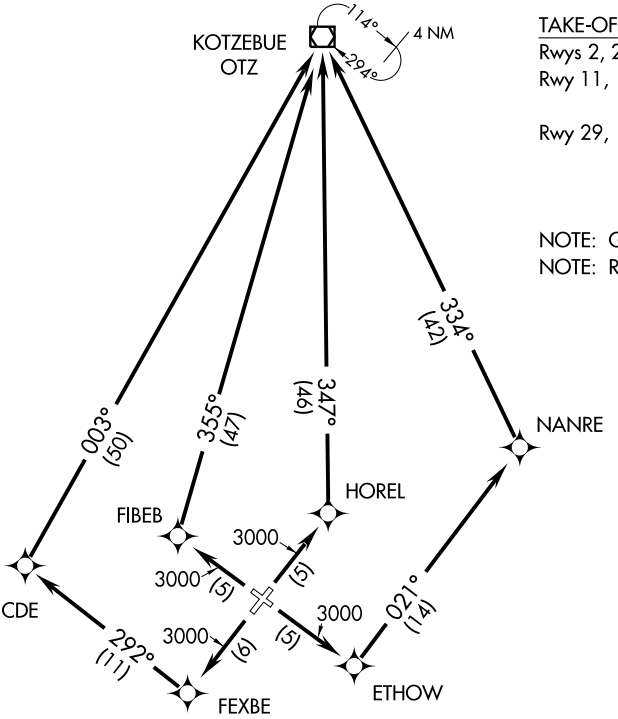
SL-10058 (FAA)

DEERING, ALASKA

ANCHORAGE CENTER
119.2 263.0
CTAF 122.9

TAKE-OFF OBSTACLES:

Rwy 2, Tree 82' from DER, 6' right of centerline, 30' AGL/55'MSL,
Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL.
Rwy 11, Trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL.
Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL.
Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL.
Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL.
Rwy 20, Trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.
Rwy 29, Trees beginning 681' from DER, left and right of centerline, up to 30' AGL/104' MSL.
Tree 3524' from DER, 1185' right of centerline, 30' AGL/154' MSL.
Trees beginning 4721' from DER, 287' left of centerline, up to 30' AGL/179' MSL.
Tree 1.0 NM from DER, 653' left of centerline, 30' AGL/213' MSL.
Trees beginning 1.1 NM from DER, 872' right of centerline, up to 30' AGL/213' MSL.



TAKE-OFF MINIMUMS:

Rwys 2, 20: Standard.
Rwy 11, Standard with a minimum climb of 360' per NM to 800.
Rwy 29, 300-1½ or Standard with a minimum climb of 270' per NM to 300.

NOTE: GPS Required
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb to 3000 or ATC assigned higher altitude direct HOREL and via 347° track to OTZ VOR/DME.

TAKE-OFF RWY 11: Climb to 3000 or ATC assigned higher altitude direct ETHOW and via 021° track to NANRE, and via 334° track to OTZ VOR/DME.

TAKE-OFF RWY 20: Climb to 3000 or ATC assigned higher altitude direct FEXBE and right turn via 292° track TO DICDE, and via 003° track to OTZ VOR/DME.

TAKE-OFF RWY 29: Climb to 3000 or ATC assigned higher altitude direct FIBEB and via 355° track to OTZ VOR/DME.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

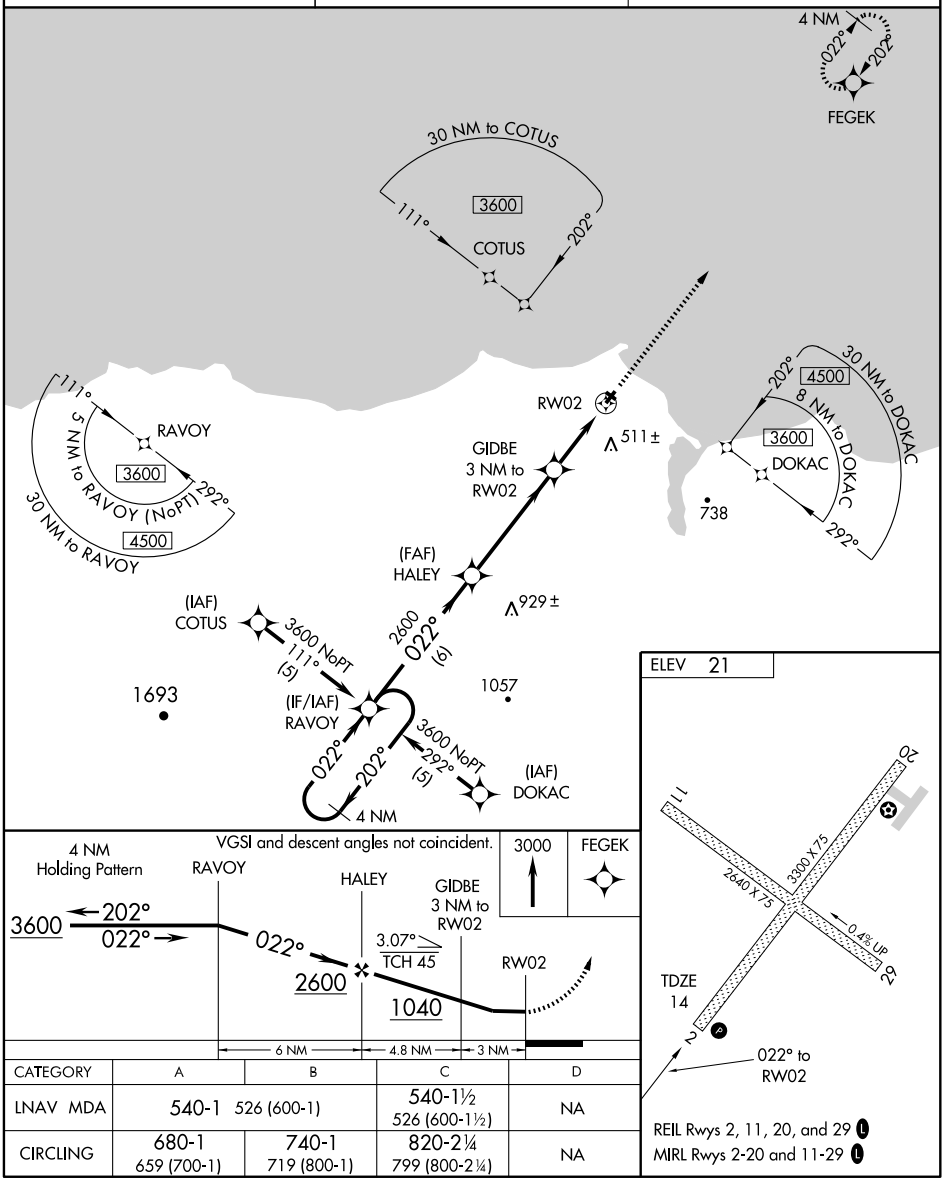
DEERING (DEE)(PADE)

APP CRS	Rwy Idg	3300
022°	TDZE	14
	Apt Elev	21

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FEGEK and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.5	119.2 263.0	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	540-1 526 (600-1)		540-1½ 526 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2640
110°	TDZE	21
	Apt Elev	21

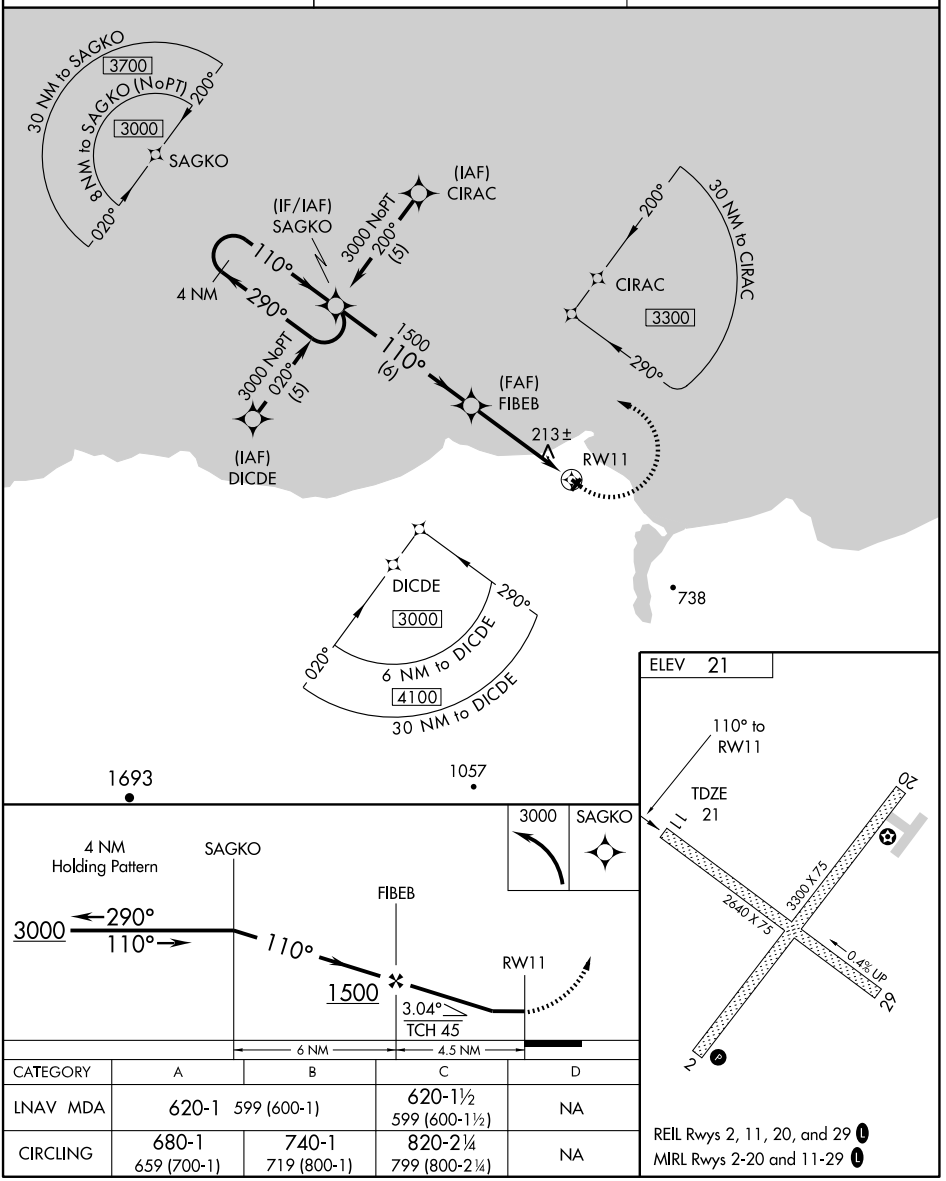
RNAV (GPS) RWY 11

DEERING (DEE)(PADE)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct SAGKO and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.5	119.2 263.0	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	620-1 599 (600-1)		620-1½ 599 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA

REIL Rwys 2, 11, 20, and 29 L
MIRL Rwys 2-20 and 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3300
202°	TDZE	16
	Apt Elev	21

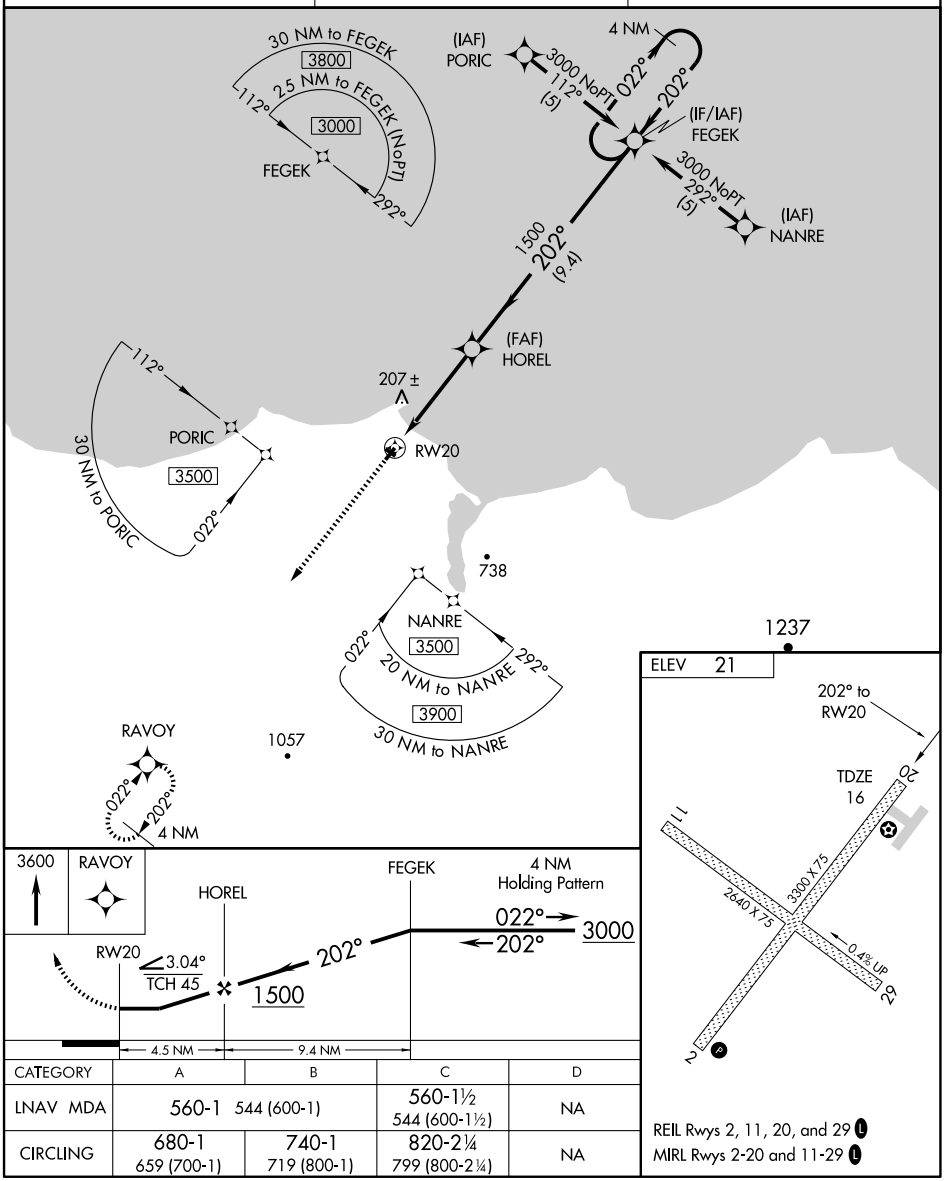
RNAV (GPS) RWY 20

DEERING (DEE) (PADE)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct RAVOY and hold, continue climb-in-hold to 3600.

ASOS	ANCHORAGE CENTER	CTAF
135.5	119.2 263.0	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	560-1 544 (600-1)		560-1½ 544 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA

REIL Rwys 2, 11, 20, and 29 L

MIRL Rwys 2-20 and 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 29

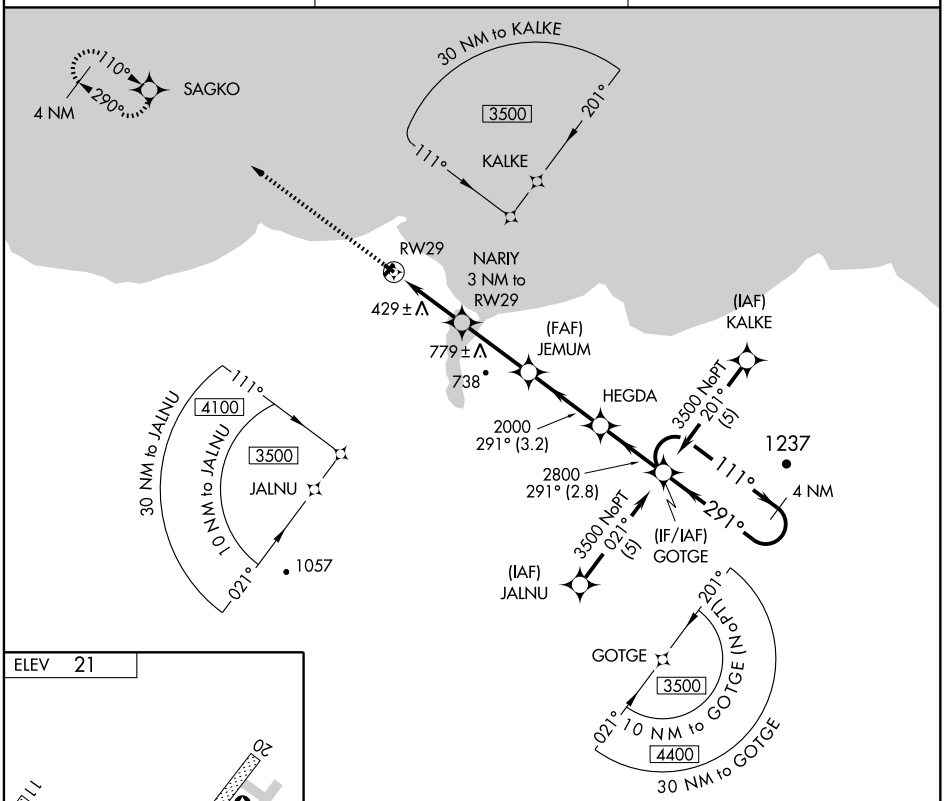
DEERING (DEE)(PADE)

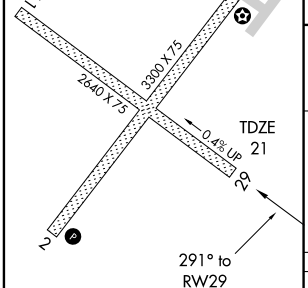
APP CRS	Rwy Idg	2640
291°	TDZE	21
	Apt Elev	21

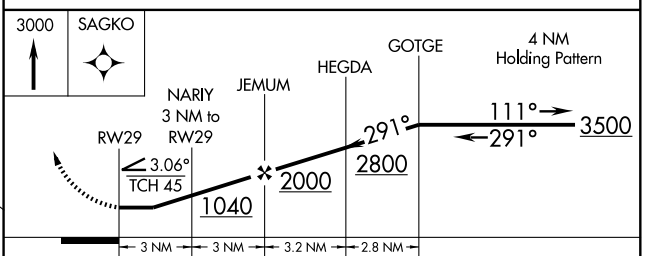
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct SAGKO and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.5	119.2 263.0	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	680-1 659 (700-1)		680-1¾ 659 (700-1¾)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA

REIL Rwys 2, 11, 20, and 29 (L)

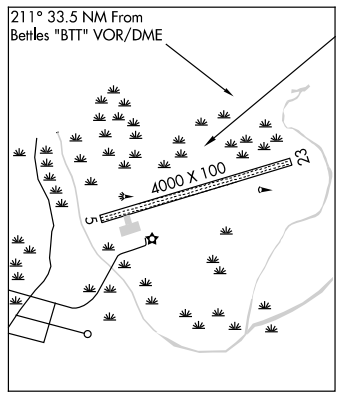
MIRL Rwys 2-20 and 11-29 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **ALLAKAKET** (6A8) (PFAL) 1 SSE N66°33.11′ W152°37.33′ UTC−9(−8DT) **FAIRBANKS**
P 441 BL4 40(GVL) 05–23 **H–1A, L–4I**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during winter, monitor CTAF. Rot bcn may not be observed from northern quadrants at low altitudes. ACTIVATE MIRL Rwy 05–23—CTAF. **IAP**

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RCO—122.2 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —352.0 124.6

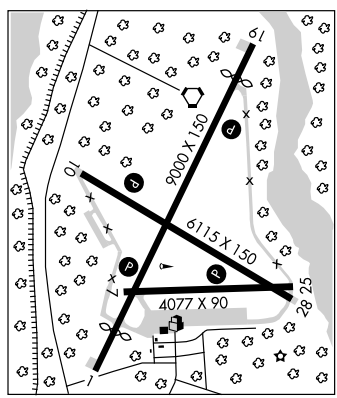
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **ALLEN AAF** (Fort Greely) Delta Junction (BIG) (PABI) 3 S N63°59.71′ W145°43.20′ UTC−9(−8DT) **ANCHORAGE**
A 1291 BL4, 6, 10①, 12② H90(ASP) 01–19③ PCN 54 R/A/W/T, 10–28 2D–174, **H–1B, L–3B, 3E**
C5–490 PCN 20 F/A/W/T, 07–25 PCN 4 F/A/W/T **DIAP**
JASU —CE 13, CA 1

A—GEAR
BAK–12 Rwy 19 (2500′)

AIRPORT REMARKS — Attended 1700–0900Z‡. Check NOTAMS for current airfield conditions, updated weekly. Authorized use only. Violators will be prosecuted. 5 working days PPR, call DSN 873–4171 or C907–873–4171. Rwy conditions only monitored during operating hours, recommend visual inspection prior to landing. All acft make position reports on CTAF when twr is not open. Avoid over flight of main post area. Weight restrictions are in effect during non winter months (no weight restrictions during winter months). Seasonal migrating birds and other wildlife on and invof rwys. There are 3 controlled firing ranges, 7 drop zones, and one restricted area within 35 NM radius of field, status of these areas are avbl through Ft Greely Range Control DSN 873–4714/4715 or C907–873–4714/4715. All acft avoid overflight main post and ammo storage area 1½ miles SE of afld. Rwy 19 and Rwy 25 rgt tfc. Civil acft req landing permit. All acft ctc Base Ops on 122.9 prior to arr, departing or for parking instructions. ACTIVATE HIRL Rwy 01–19 and Rwy 10–28, MIRL Rwy 07–25, PAPI Rwy 01, Rwy 10, Rwy 19 and Rwy 28—CTAF. ①Rwy 10. Rwy 28. ②Rwy 01, TCH 74′ GS 3.0°. Rwy 10, TCH 76′ GS 3.0°. Rwy 19, TCH 74′ GS 3.0°. Rwy 28, TCH 74′ GS 3.0°. ③Rwy 01 thld displaced 1000′. Rwy 19 thld displaced 1000′.



WEATHER DATA SOURCES —(ASOS 135.65 907–869–3480) (TWEB BIG 114.9) (TWEB DJN 347).

COMMUNICATIONS—(CTAF 122.9) (ATIS 132.075) (TIE–IN FSS FAIRBANKS FAI–NOTAM BIG)
RCO—255.4 122.2 **(E)** (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —322.5 135.3
TOWER —235.775 119.8 40.8 (1700–0900Z‡)
GND CON —251.05 118.225
OPS —122.9
FORT GREELY RANGE CONTROL —38.3 FM 229.4 125.3

AIRSPACE: CLASS D svc 1700–0900Z‡, other times Class E.

RADIO AIDS TO NAVIGATION
BIG DELTA (H)ABVORTACW 114.9 BIG Chan 96 N64°00.26′ W145°43.03′ At Fld. 1230/23E. **TWEB.**
DELTA JUNCTION NDB(ABHW) 347 DJN N64°01.41′ W145°41.21′ 184° 1.9 NM to Fld. /23E. **TWEB.**
ILS/DME 111.1 I–BIG Chan 48 Rwy 10.

RADIO/NAV/WEATHER REMARKS —For toll free call to Fairbanks FSS dial 1–866–248–6516. Weather observer avbl for local arpt weather on CTAF call sign, Big Delta Weather, call C907–873–4401 1500–0630Z‡. Full svc weather briefing avbl 24 hrs ctc 17 OWS, DSN 315–449–7924 or C 808–449–7924.

ILS or LOC/DME RWY 10

LOC/DME I-BIG	APCH CRS	Rwy ldg	6115
111.1	102°	TDZE	1258
Chan 48		Arpt Elev	1291

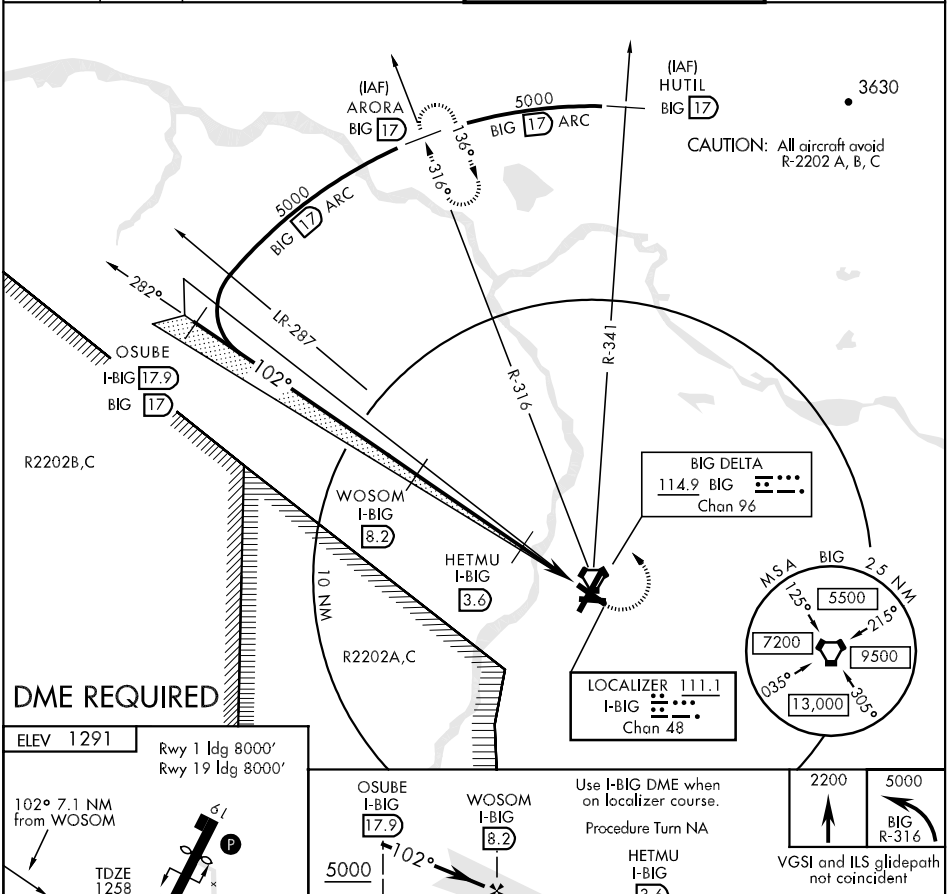
AL-1218 [USA]

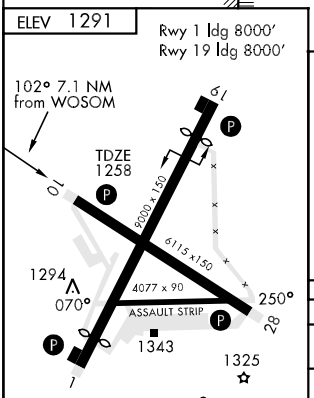
ALLEN AAF (PABI)

* Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 via BIG R-316 to ARORA/BIG 17 DME and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05





CATEGORY	A	B	C	D
S-ILS 10	1458-¾ 200 (200-¾)			
S-LOC 10	1560-1 302 (300-1)			
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1½ 469 (500-1½)	1860-2 569 (600-2)

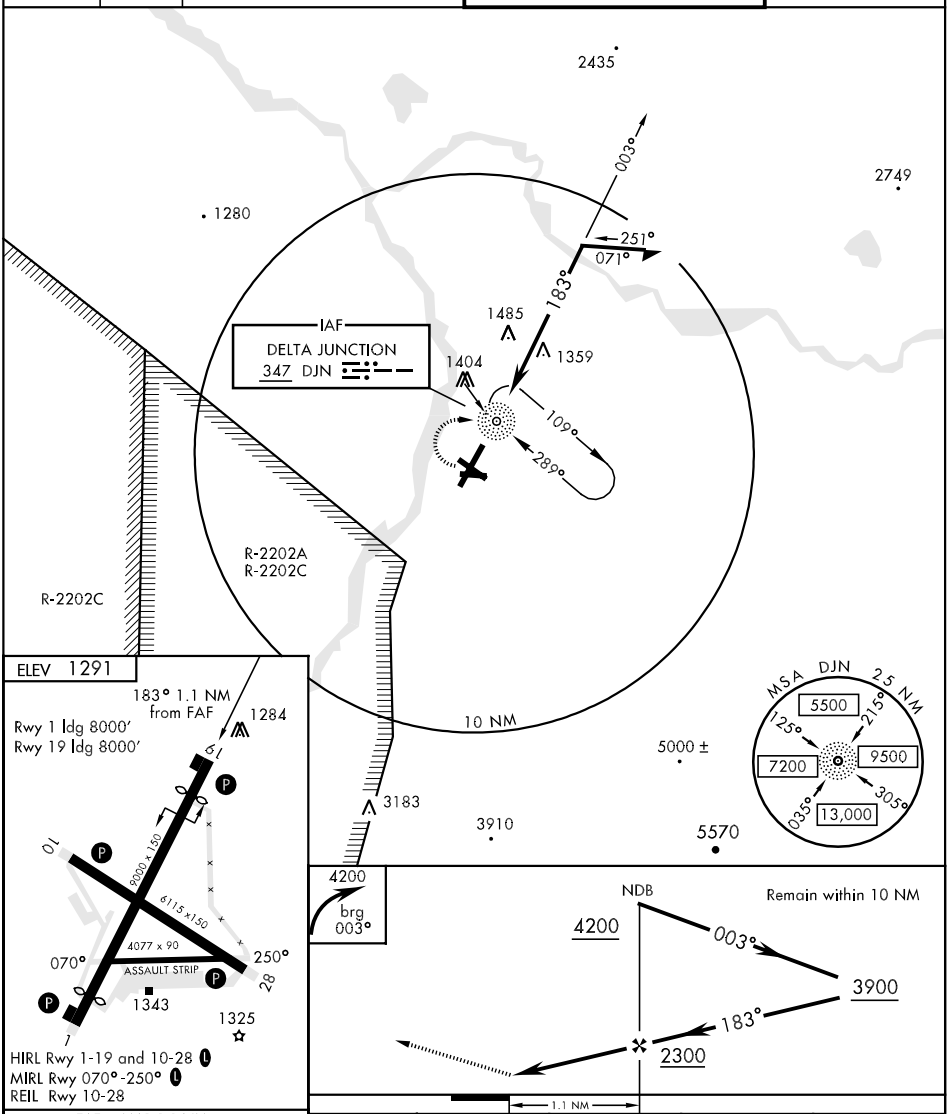
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB DJN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-1218 [USA]	ALLEN AAF (PABI)
347	183°	N/A / N/A / 1291		

* Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 4200 via 003° bearing from DJN NDB, then right turn direct DJN NDB and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05



FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

CATEGORY	A	B	C	D
CIRCLING *	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1900-2 609 (700-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	6115
101°	TDZE	1258
	Arpt Elev	1291

AL-1218 [USA]

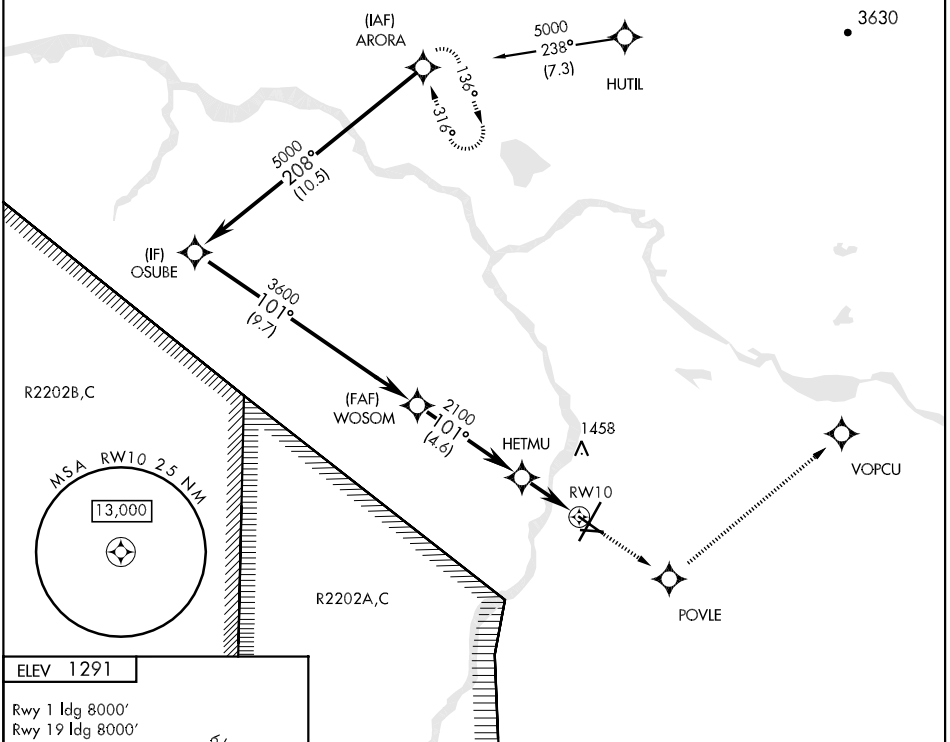
ALLEN AAF (PABI)

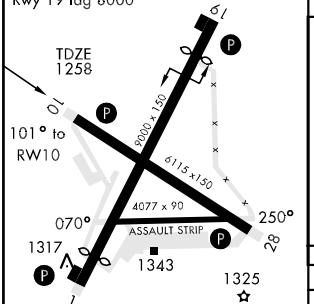
DME/DME RNP -0.3 NA.

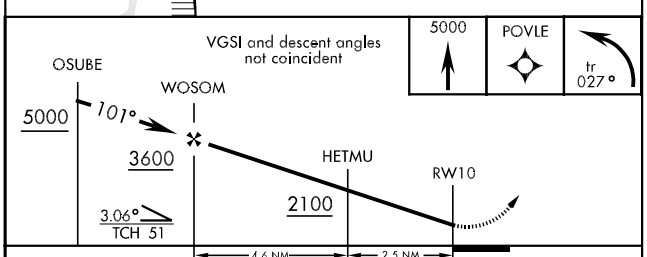
* Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 5000 direct POVLE, and via 027° track to VOPCU, left turn via 289° track to ARORA and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05







CATEGORY	A	B	C	D
LNAV MDA	1580-1 322 (300-1)			
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1½ 469 (500-1½)	1860-2 569 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	8000
187°	TDZE	1251
	Arpt Elev	1291

AL-1218 [USA]

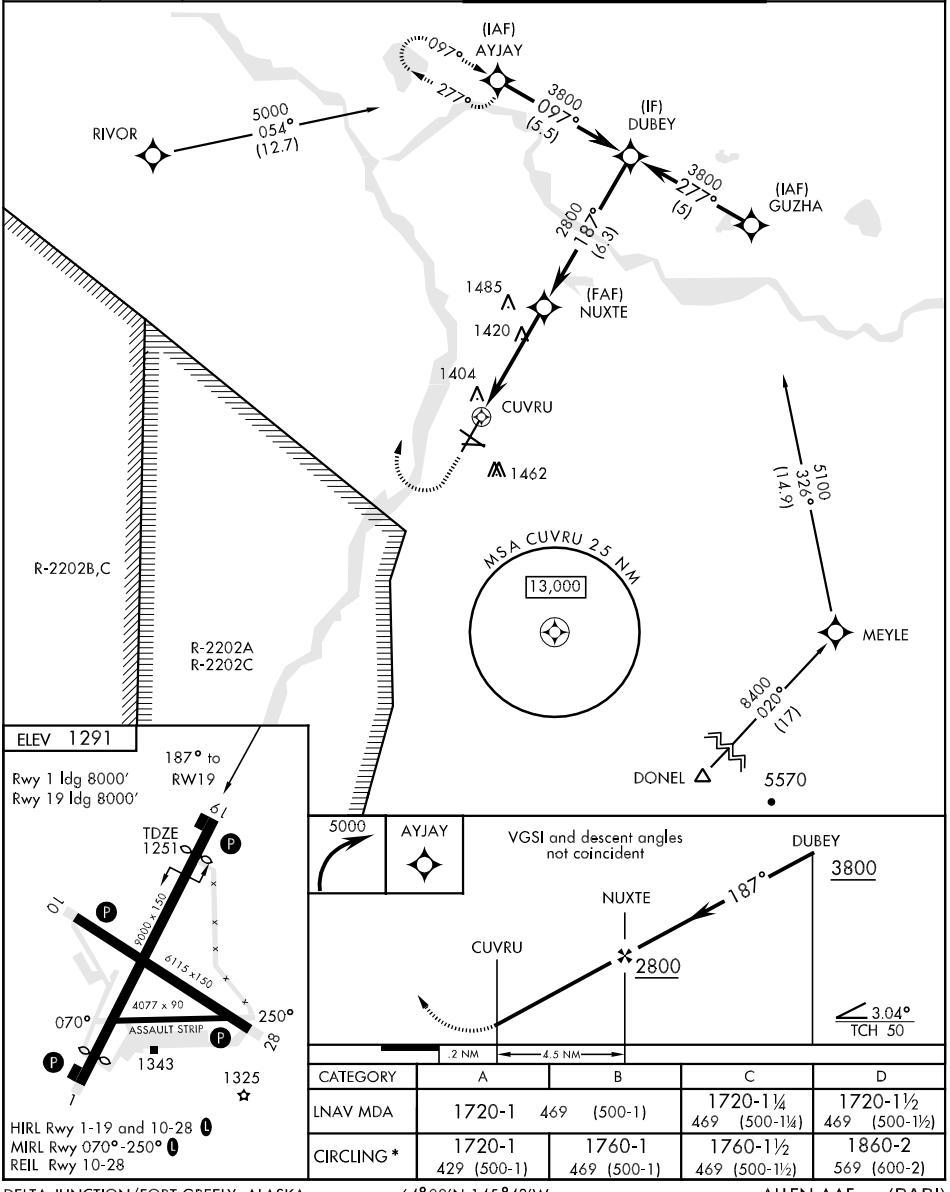
ALLEN AAF (PABI)

DME/DME RNP -0.3 NA

* Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 5000, direct AYJAY and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05



HIRL Rwy 1-19 and 10-28 L
MIRL Rwy 070°-250° L
REIL Rwy 10-28

CATEGORY	A	B	C	D
LNAV MDA	1720-1 469 (500-1)		1720-1¼ 469 (500-1¼)	1720-1½ 469 (500-1½)
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1½ 469 (500-1½)	1860-2 569 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 19

VORTAC BIG	APCH CRS	Rwy ldg	8000
114.9	197°	TDZE	1251
Chan 96		Arpt Elev	1291

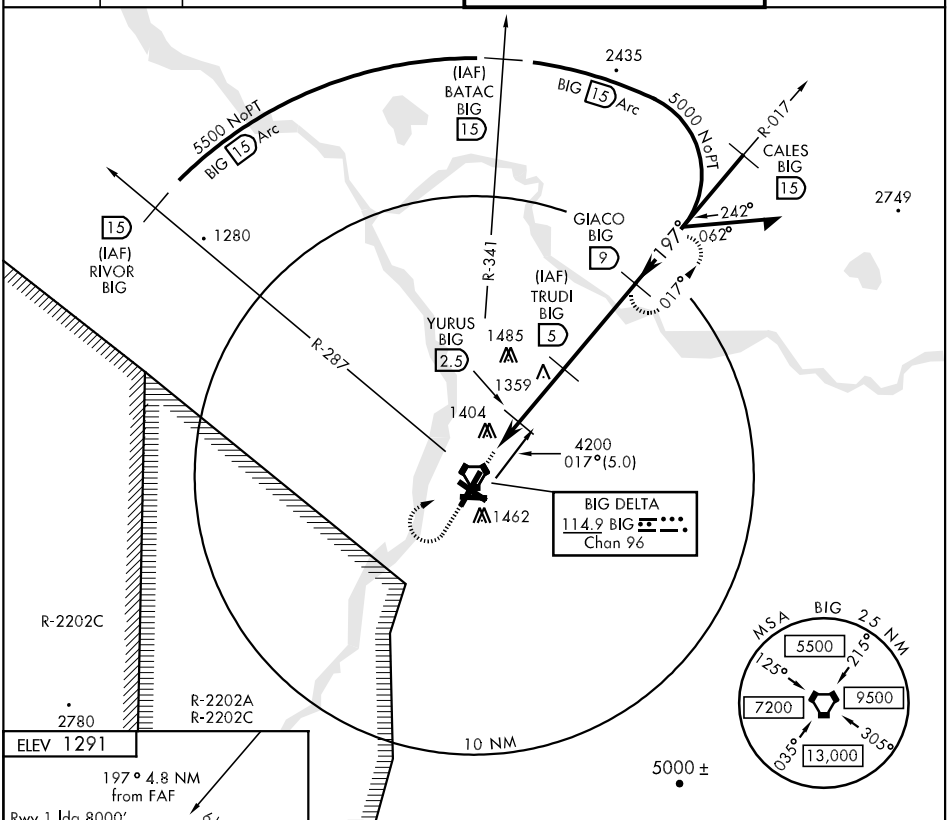
AL-1218 [USA]

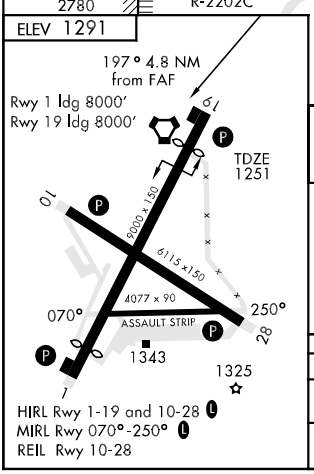
ALLEN AAF (PABI)

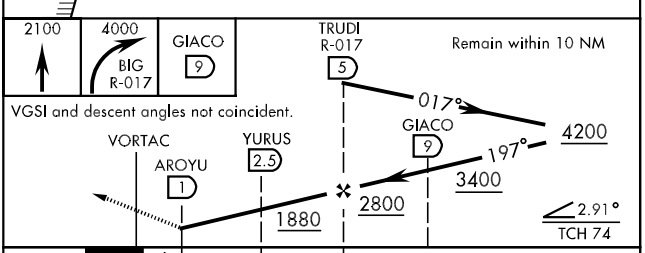
*Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via BIG R-017 to GIACO/9 DME and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05







CATEGORY	A	B	C	D
S- 19	1660-1 409 (400-1)		1660-1¼ 409 (400-1¼)	
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1½ 469 (500-1½)	1860-2 569 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR RWY 19

VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy Idg 8000 TDZE 1251 Arpt Elev 1291

AL-1218 [USA]

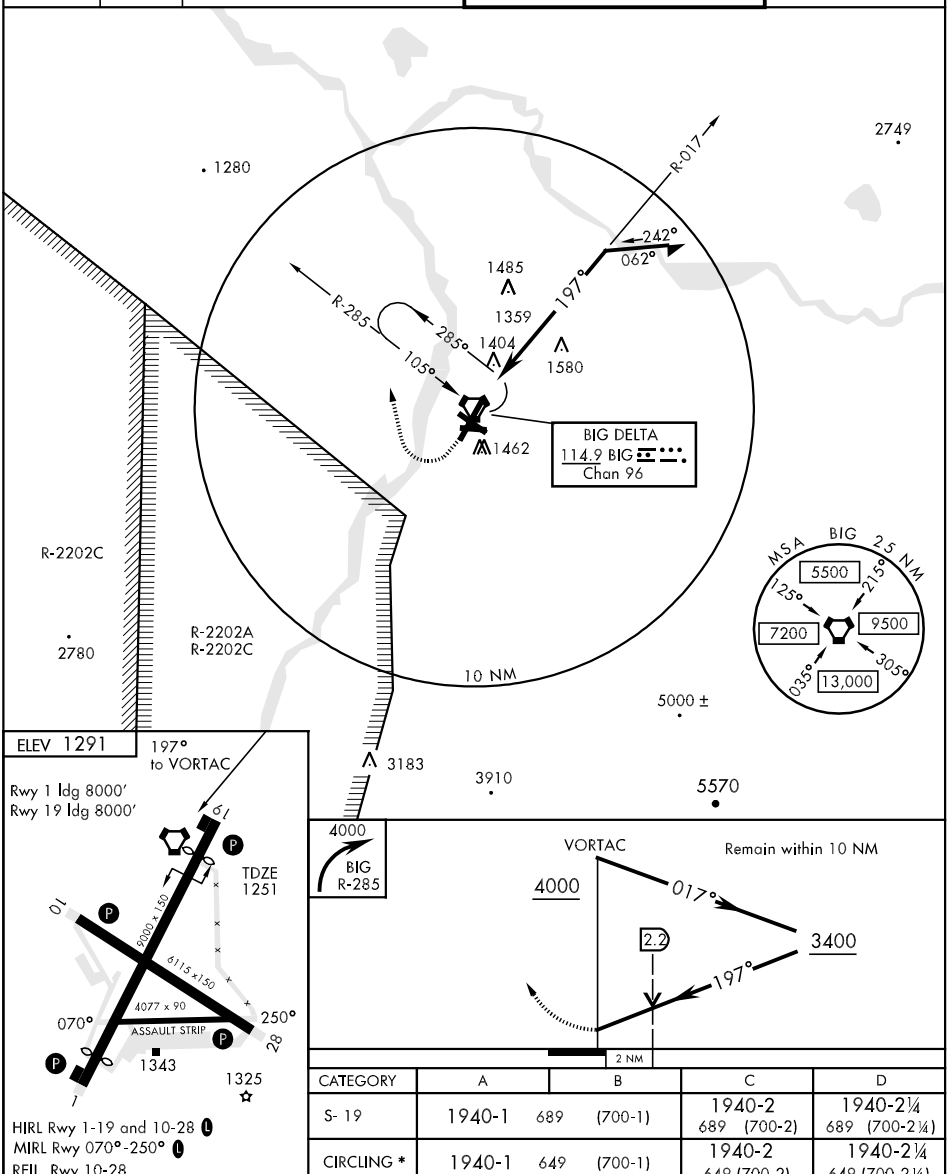
ALLEN AAF (PABI)

* Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 4000 via BIG R-285, then right turn direct BIG VORTAC and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05

AK, 23 SEP 2010 to 18 NOV 2010



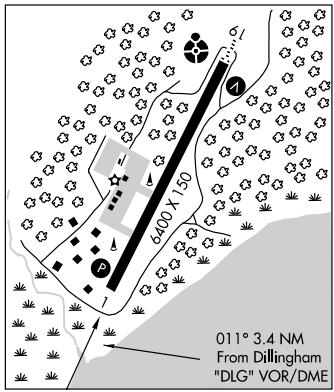
HIRL Rwy 1-19 and 10-28 L
MIRL Rwy 070°-250° L
REIL Rwy 10-28

CATEGORY	A	B	C	D
S- 19	1940-1 689 (700-1)		1940-2 689 (700-2)	1940-2¼ 689 (700-2¼)
CIRCLING *	1940-1 649 (700-1)		1940-2 649 (700-2)	1940-2¼ 649 (700-2¼)

DILLINGHAM

§ **DILLINGHAM** (DLG) (PADL) 2 W N59°02.68′ W158°30.33′ UTC−9(−8DT) **KODIAK**
P 81 BL5, 6, 9 ①, 12② H64 (ASP–GRVD) 01–19 S–75, D–160, 2D–250 **H–1B, 2J, L–2J, 3C**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended 1700–0100Z‡. For fuel call 907–842–5441 or 907–842–2400. After hrs call 907–842–3532 or 907–842–5491. Class I, ARFF Index A. PPR only for arpt hazard reporting rwy, taxiway or ramp snow control. CLOSED to air carrier operations with more than 30 passenger seats except PPR in writing to arpt manager Box 250 Dillingham AK 99576. Take–offs and landings on taxiways and ramp prohibited. ARFF equipment staffed during periods of air carrier activity only. Personnel and equipment may be working on the rwy at any time. Rwy lights are 30″ high. Rwy 19 trees in approach 1300′ from threshold. Rwy 19 rgt tfc. Limited transit facility parking. Transient parking designated with green cones. Rwy safety area dimensions on south 3600′ (3600′ by 300′), north 3289′ (3289′ by 200′). Rotating beacon located on twr at ARFF building, operates unmonitored when DLG FSS unmanned. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. When FSS clsd ACTIVATE HIRL Rwy 01–19, ODALS Rwy 19, VASI Rwy 19 and PAPI Rwy 01—CTAF. ①Rwy 19, TCH 51′. GS 3.0°. ②Rwy 01, TCH 45′. GS 3.0°.



WEATHER DATA SOURCES —(AWOS–3 135.55 907–842–2137) (WX CAM).

COMMUNICATIONS—(CTAF 123.6)(ATIS 125.0) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)
RADIO —123.6 122.3 **(V)** (LAA 123.6)
RCO —123.6 122.3 **(V)** (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —282.35 132.75

AIRSPACE: CLASS E svc 1645–0845Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION
(H)VORW/DME DLG 116.4 Chan 111 N58°59.65′ W158°33.13′ 011° 3.4 NM to Fld. 81/15E.
WOOD RIVER NDB (MHW) BTS 429 N58°59.98′ W158°32.90′ 011° 3.0 NM to Fld. 138/15E.
VHF/DF—Ctc DILLINGHAM FSS.
ILS/DME 111.9 I–DLG Chan 56 Rwy 19. Loc only.

RADIO/NAV/WEATHER REMARKS —For local call to Dillingham FSS dial 907–842–5275. For a toll free call Kenai FSS dial 1–866–864–1737. ATIS provided on freq 125.0 when Dillingham FSS open. AWOS avbl 0859–1645Z‡ OT ctc Dillingham FSS. AWOS–3 avbl when DLG FSS clsd.

NUSHAGAK (AK21) 22 N N59°07.96′ W157°46.63′ UTC−9(−8DT) **KODIAK**
PVT 40 10(TURF) 16–34

AIRPORT REMARKS —Unattended. Rwy 16–34 soft during break–up and when wet.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS— (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a local call Dillingham FSS dial 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.

LOC/DME I-DLG	APP CRS	Rwy Idg	6400
111.9	191°	TDZE	81
Chan 56		Apt Elev	81

LOC/DME RWY 19

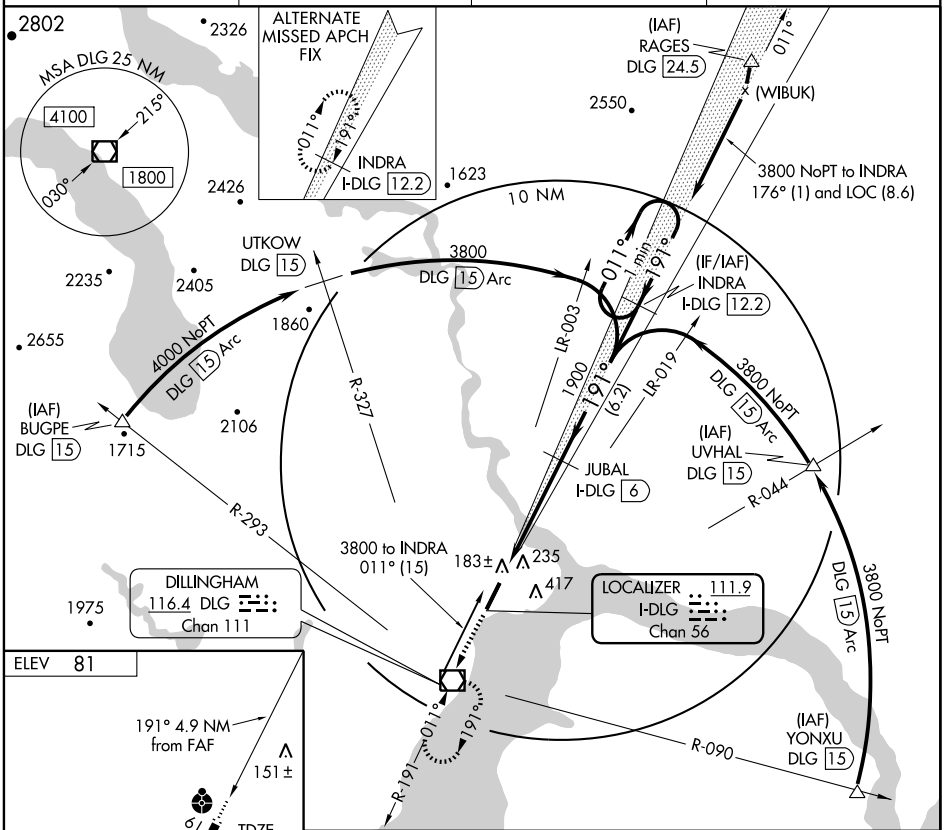
DILLINGHAM (DLG) (PADL)

Inoperative table does not apply. Circling NA east of Rwy 1-19.
Visibility reduction by helicopters NA.
When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cats C and D ¼ mile.

ODALS

MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.

AWOS-3	ATIS★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-19	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	600-1	519 (600-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6400
011°	TDZE	81
	Apt Elev	81

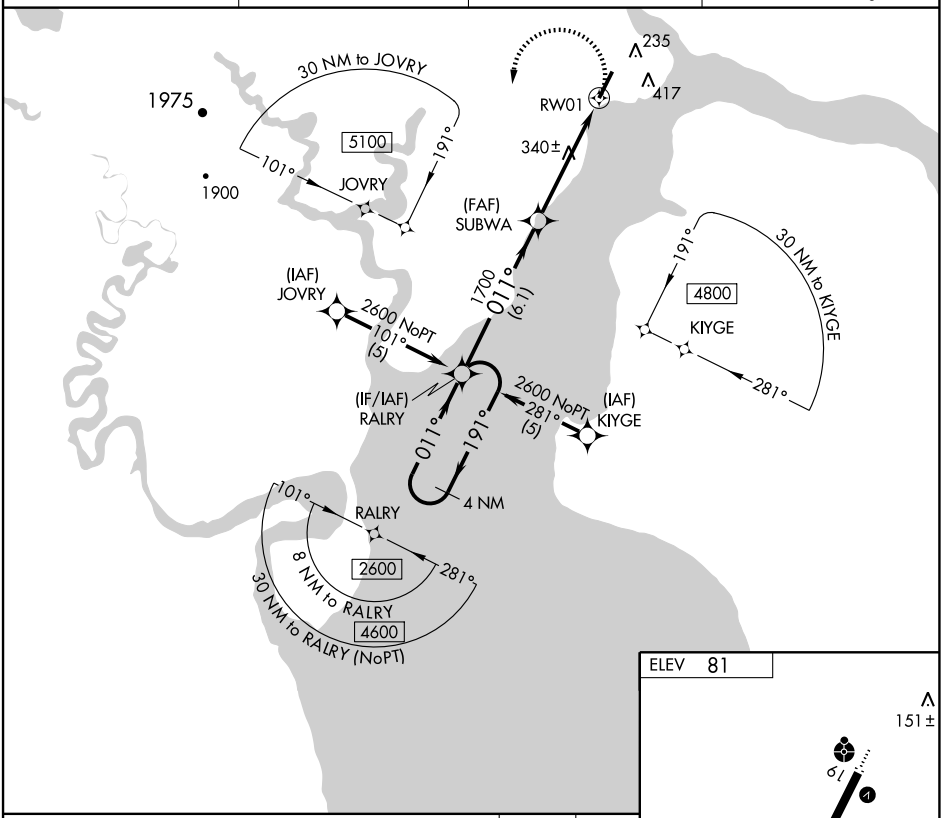
RNAV (GPS) RWY 1

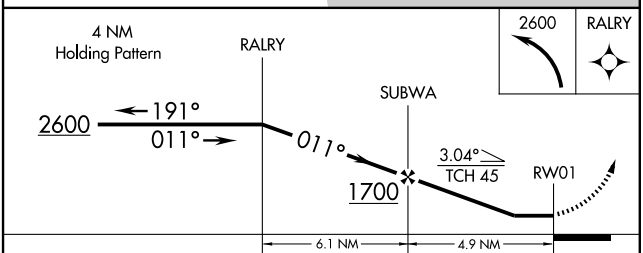
DILLINGHAM (DLG) (PADL)

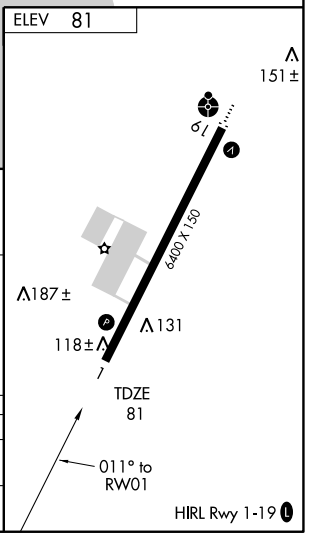
Inoperative table does not apply. Circling NA E of Rwy 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct RALRY and hold.

AWOS-3	ATIS★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 559 (600-1)		640-1½ 559 (600-1½)	640-1¾ 559 (600-1¾)
CIRCLING	640-1 559 (600-1)		640-1½ 559 (600-1½)	640-2 559 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

DILLINGHAM (DLG) (PADL)

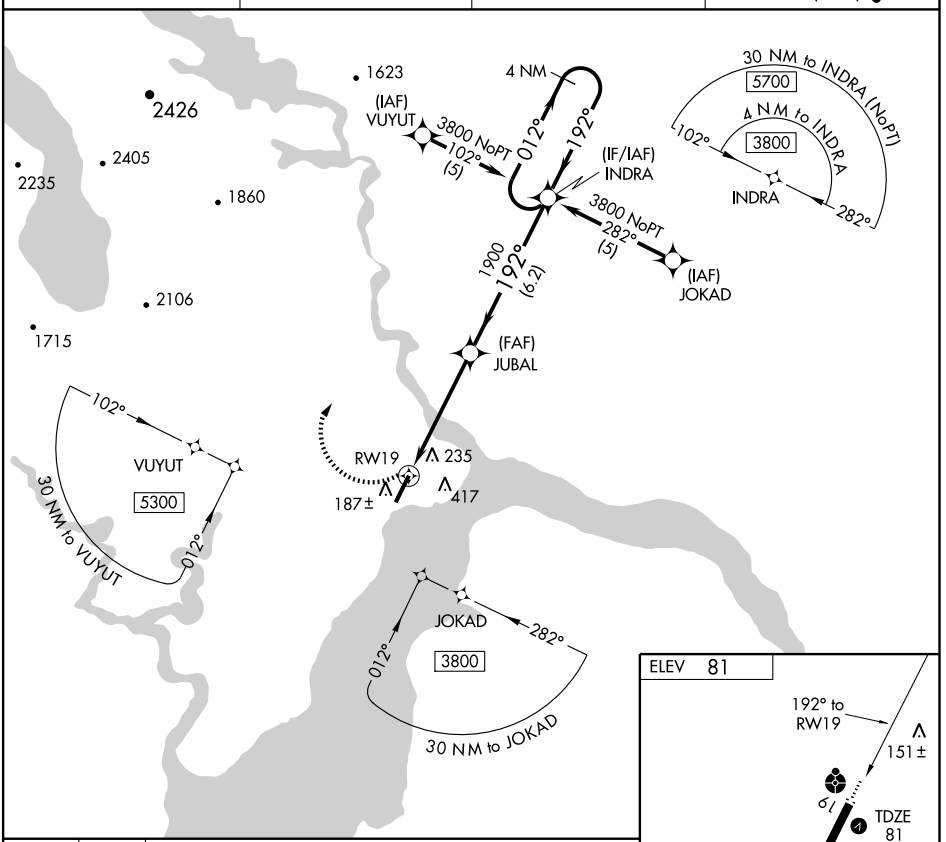
APP CRS	Rwy Idg	6400
192°	TDZE	81
	Apt Elev	81

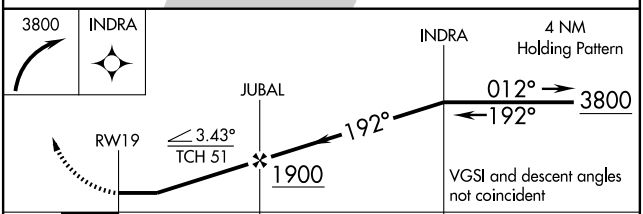
Inoperative table does not apply. Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and visibility Cats C and D ¼ mile.

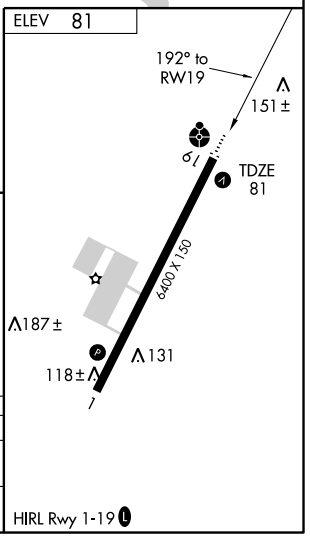
ODALS

MISSED APPROACH: Climbing right turn to 3800 direct INDRA and hold, continue climb-in-hold to 3800.

AWOS-3	ATIS ★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	600-1	519 (600-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME DLG	APP CRS	Rwy Idg	6400
116.4	191°	TDZE	81
Chan 111		Apt Elev	81

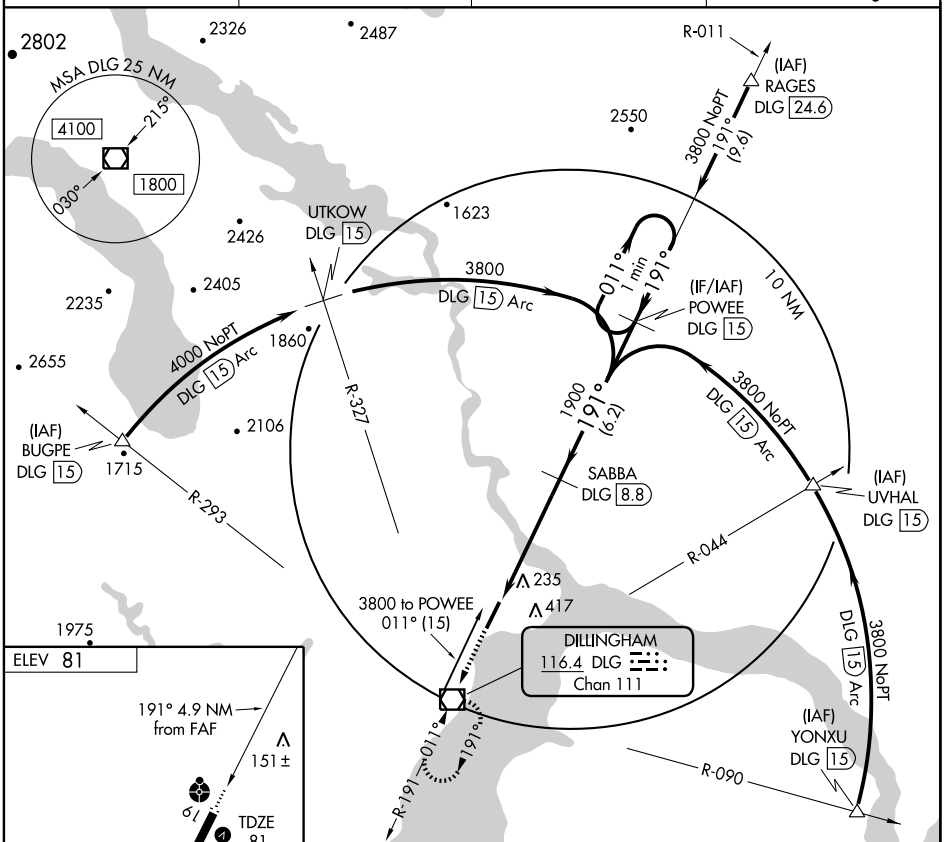
VOR/DME RWY 19
DILLINGHAM (DLG) (PADL)

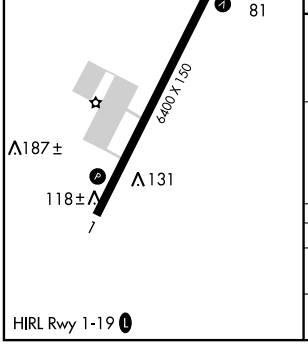
Inoperative table does not apply. Circling NA east of runway 1-19.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cat C and D ¼ mile.

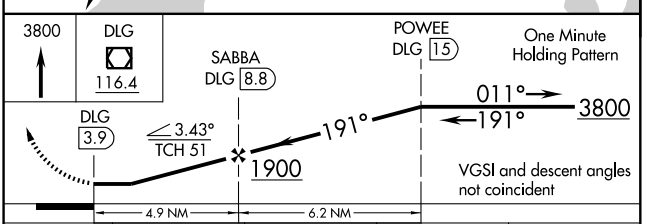
ODALS

MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.

AWOS-3	ATIS★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L







HIRL Rwy 1-19 L

CATEGORY	A	B	C	D
S-19	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	600-1	519 (600-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

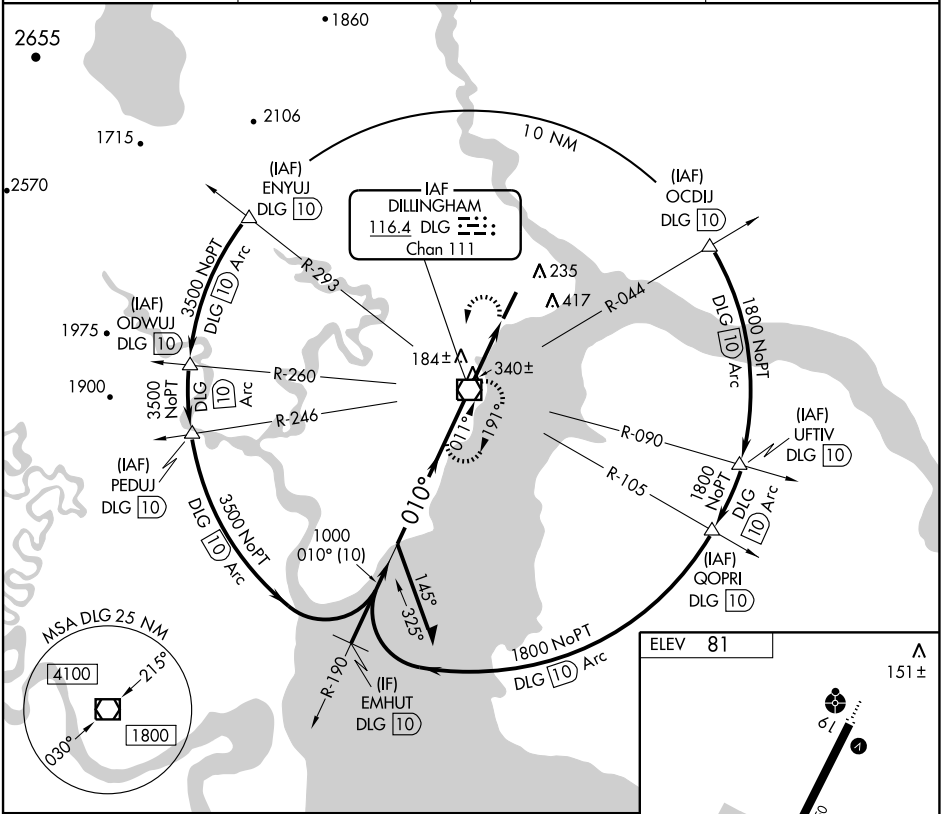
VOR/DME DLG 116.4 Chan 111	APP CRS 010°	Rwy Idg 6400 TDZE 81 Apt Elev 81

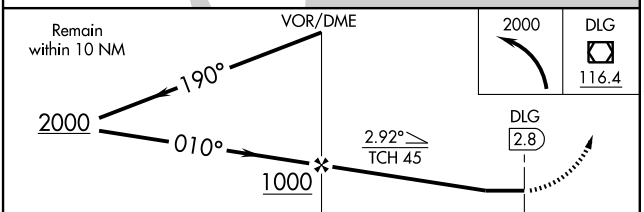
VOR RWY 1
DILLINGHAM (DLG) (PADL)

Inoperative table does not apply. Circling NA east of runway 1-19.
Visibility reduction by helicopters NA.
When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-1 Cat D visibility ¼ mile.

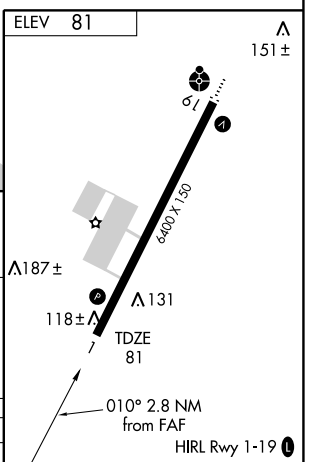
MISSED APPROACH: Climbing left turn to 2000 direct DLG VOR/DME and hold, continue climb-in-hold to 2000.

AWOS-3	ATIS★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L





CATEGORY	A	B	C	D
S-1	500-1 419 (500-1)		500-1¼ 419 (500-1¼)	
CIRCLING	600-1 519 (600-1)		600-1½ 519 (600-1½)	640-2 559 (600-2)



FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

AK, 23 SEP 2010 to 18 NOV 2010

§ **EEK** (EEK) (PAEE) 1 W N60°12.82′ W162°02.63′ UTC−9(−8DT)
P 12 BL4, 10, 12① 32(GVL) 17–35

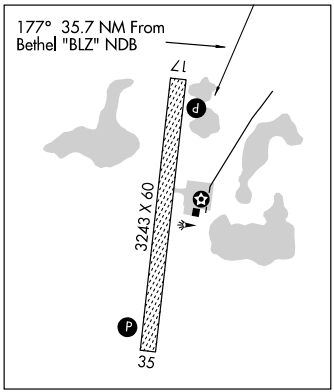
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35 and rotating bcn—CTAF. ①Rwy 17, TCH 24′. GS 3.0°. Rwy 35, TCH 25′. GS 3.0°.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

BETHEL
L–3C
IAP



§ **EGEGIK** (EII) (PAII) 2 NW N58°11.13′ W157°22.53′ UTC−9(−8DT)
P 92 BL5, 10, 12① 56(GVL) 12–30, 03–21

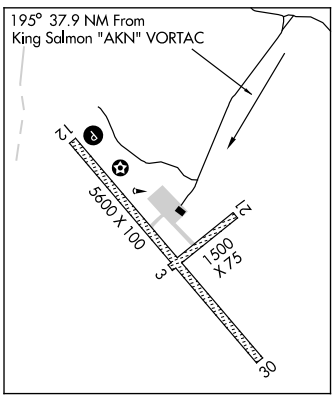
AIRPORT REMARKS —Unattended. Rwy 03–21 surface soft after rains. Ruts and Ridges up to 4″. Safety areas, rwy edges very soft. Rwy 12–30 surface soft when wet. Water ponding after rain. Safety areas and rwy edges very soft. ACTIVATE MIRL Rwy 03–21, Rwy 12–30, PAPI and REIL Rwy 12 and rotating bcn—CTAF. ①Rwy 12, TCH 35′ GS 3.0°.

WEATHER DATA SOURCES—(AWOS–3 135.65 907–233–2288) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM EII)
ANCHORAGE CENTER APP/DEP CON —354.0 124.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

KODIAK
H–2J, L–2J, 3C
IAP



RNAV (GPS) RWY 17

EEK (EEK) (PAEE)

APP CRS	Rwy Idg	3243
174°	TDZE	12
	Apt Elev	12

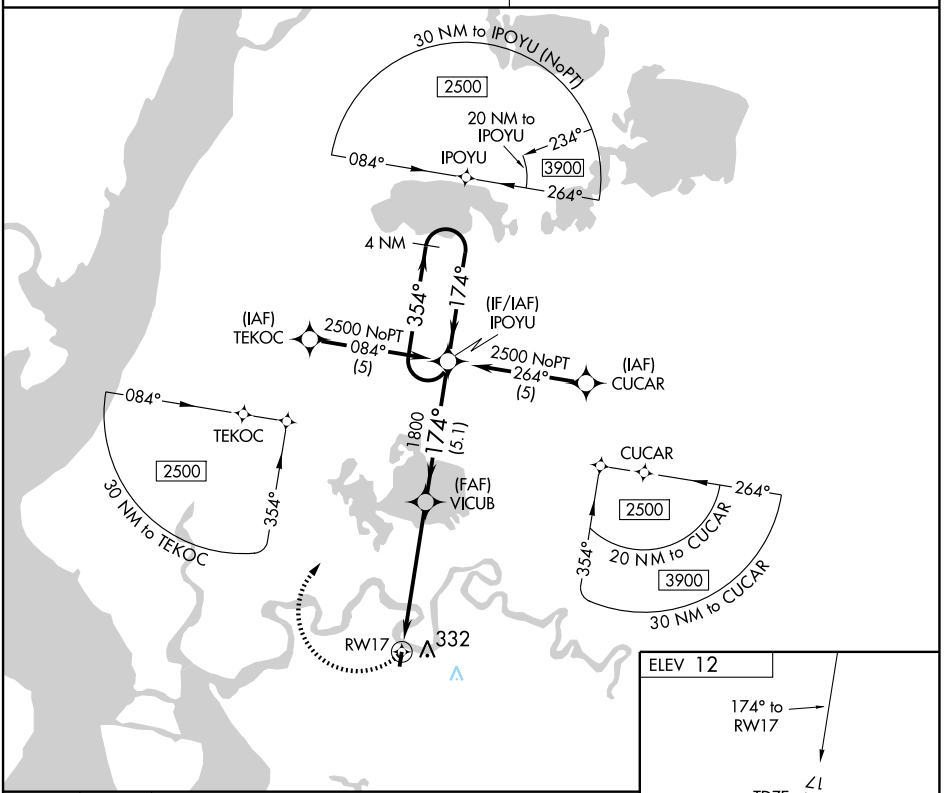
NA

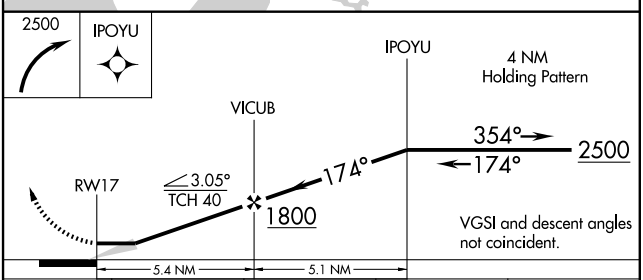
Use Bethel altimeter setting.
DME/DME RNP- 0.3 NA.

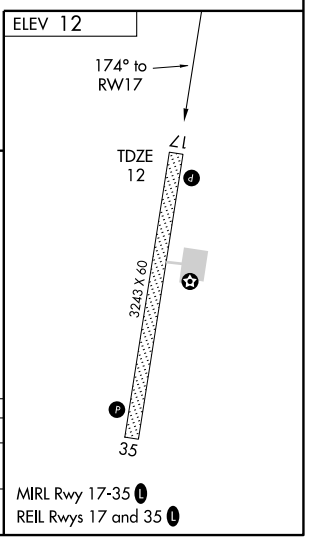
MISSED APPROACH: Climbing right turn to 2500 direct IPOYU and hold.

ANCHORAGE CENTER
125.2 372.0

CTAF
122.8 L







CATEGORY	A	B	C	D
LNAV MDA	620-1	608 (700-1)	NA	
CIRCLING	740-1	728 (800-1)	NA	

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

EEK (EEK) (PAEE)

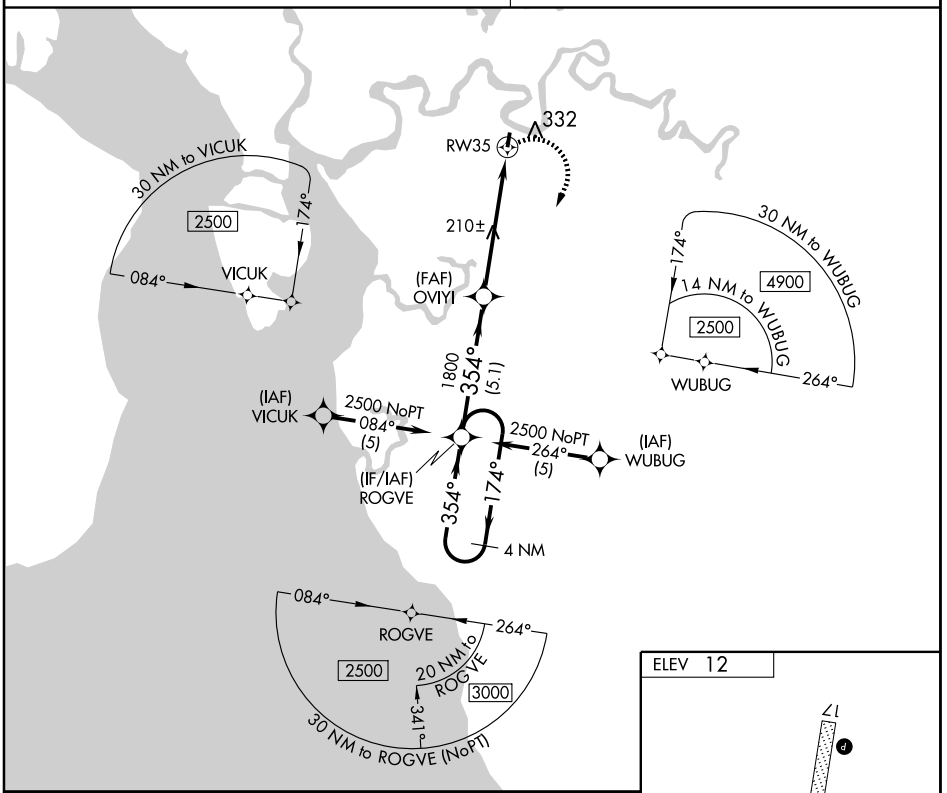
APP CRS	Rwy Idg	3243
354°	TDZE	12
	Apt Elev	12

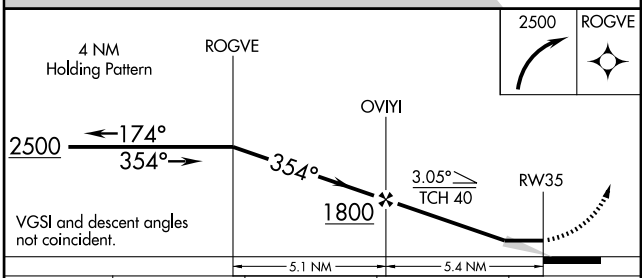
⚠ NA

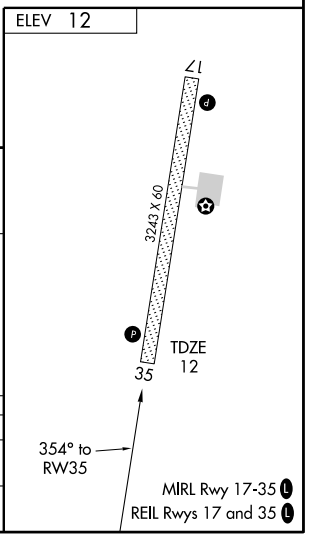
Use Bethel altimeter setting.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct ROGVE and hold.

ANCHORAGE CENTER	CTAF
125.2 372.0	122.8 L







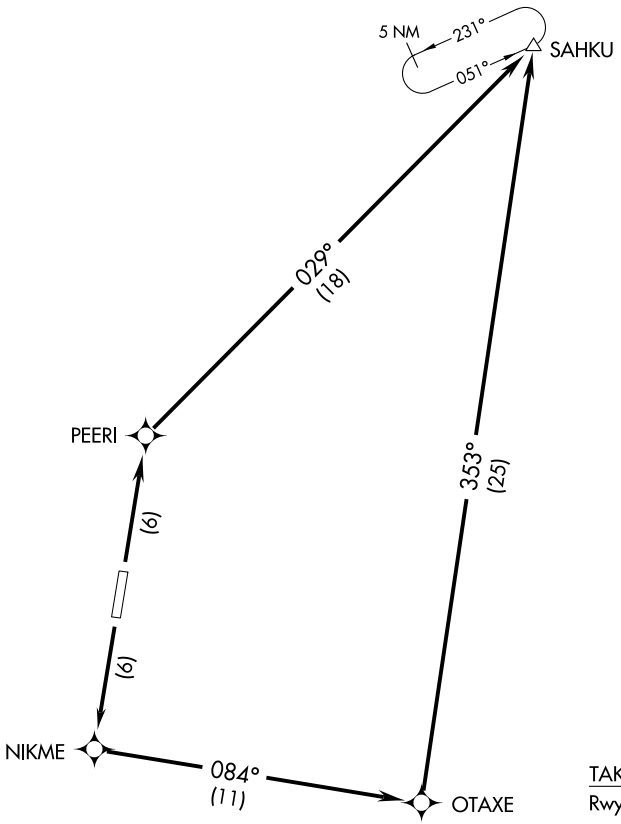
CATEGORY	A	B	C	D
LNAV MDA	620-1	608 (700-1)	NA	
CIRCLING	740-1	728 (800-1)	NA	

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

SAHKU ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
125.2 372.0
KENAI RADIO
122.65



TAKE-OFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb to 5000 direct NIKME, and left turn via track 084° to OTAXE, and left turn via track 353° to SAHKU.

TAKE-OFF RUNWAY 35: Climb to 5000 direct PEERI, and via track 029° to SAHKU.

AK, 23 SEP 2010 to 18 NOV 2010

§ **EEK** (EEK) (PAEE) 1 W N60°12.82′ W162°02.63′ UTC−9(−8DT)
P 12 BL4, 10, 12① 32(GVL) 17–35

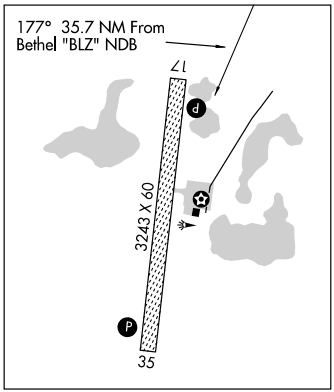
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35 and rotating bcn—CTAF. ①Rwy 17, TCH 24′. GS 3.0°. Rwy 35, TCH 25′. GS 3.0°.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

BETHEL
L–3C
IAP



§ **EGEGIK** (EII) (PAII) 2 NW N58°11.13′ W157°22.53′ UTC−9(−8DT)
P 92 BL5, 10, 12① 56(GVL) 12–30, 03–21

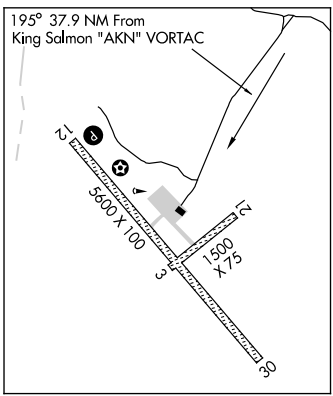
AIRPORT REMARKS —Unattended. Rwy 03–21 surface soft after rains. Ruts and Ridges up to 4″. Safety areas, rwy edges very soft. Rwy 12–30 surface soft when wet. Water ponding after rain. Safety areas and rwy edges very soft. ACTIVATE MIRL Rwy 03–21, Rwy 12–30, PAPI and REIL Rwy 12 and rotating bcn—CTAF. ①Rwy 12, TCH 35′ GS 3.0°.

WEATHER DATA SOURCES—(AWOS–3 135.65 907–233–2288) (WX CAM).

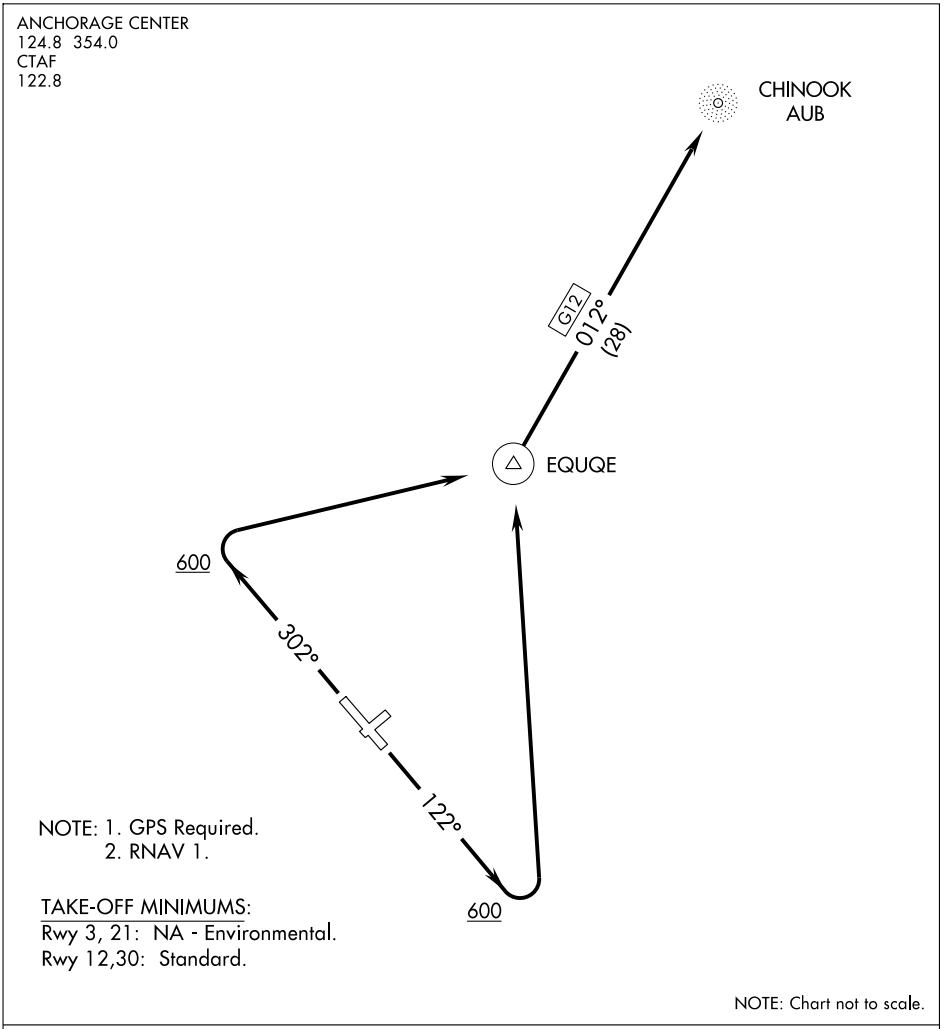
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM EII)
ANCHORAGE CENTER APP/DEP CON —354.0 124.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

KODIAK
H–2J, L–2J, 3C
IAP



EQUQE ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb via 122° heading to 600, then climbing left turn to 2500 direct EQUQE, Thence ....
TAKE-OFF RWY 30: Climb via 302° heading to 600, then climbing right turn to 2500 direct EQUQE, Thence ....

.... from EQUQE proceed via G12 to AUB NDB.

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

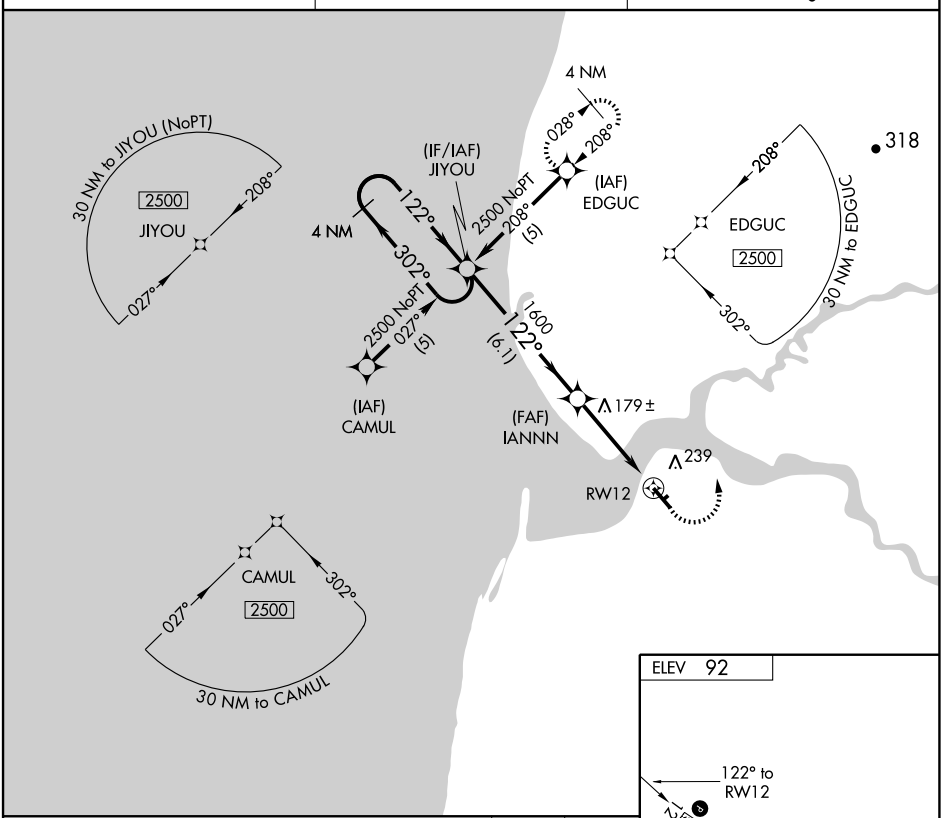
EGEGIK (EII) (PAII)

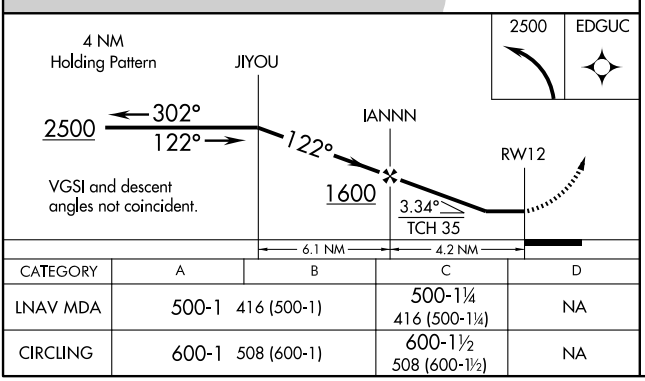
APP CRS	Rwy Idg	5600
122°	TDZE	84
	Apt Elev	92

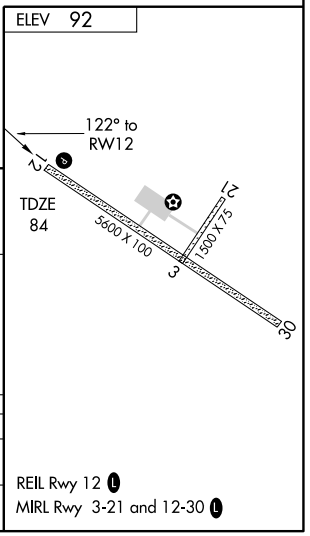
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct EDGUC and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.65	124.8 354.0	122.8 (L)







CATEGORY	A	B	C	D
LNAV MDA	500-1	416 (500-1)	500-1¼ 416 (500-1¼)	NA
CIRCLING	600-1	508 (600-1)	600-1½ 508 (600-1½)	NA

REIL Rwy 12 (L)

MIRL Rwy 3-21 and 12-30 (L)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

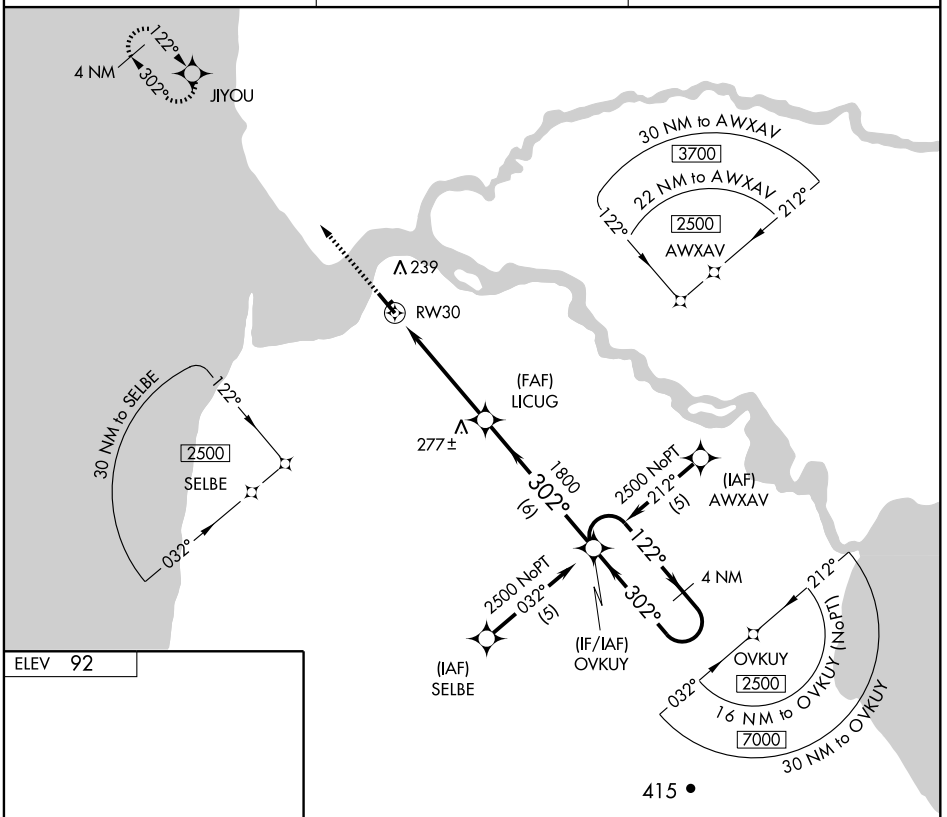
EGEGIK (EII) (PAII)

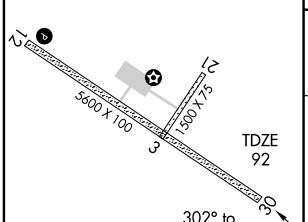
APP CRS	Rwy Idg	5600
302°	TDZE	92
	Apt Elev	92

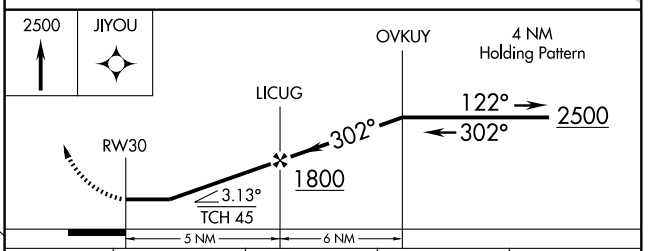
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct JIYOU and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.65	124.8 354.0	122.8 (L)







CATEGORY	A	B	C	D
LNAV MDA	540-1	448 (500-1)	540-1½ 448 (500-1½)	NA
CIRCLING	600-1	508 (600-1)	600-1½ 508 (600-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ELFIN COVE SEAPLANE (ELV) (PAEL) 0 SE N58°11.71′ W136°20.84′ UTC−9(−8DT) **JUNEAU**

P 00 –100 NW–SE

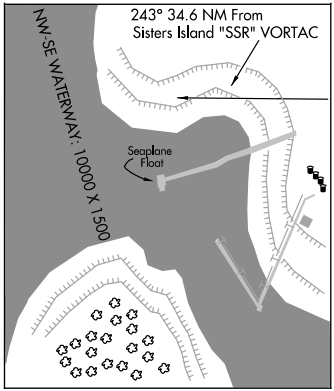
FUEL —(NC–100)

SEAPLANE REMARKS —Unattended. Float has walkway to shore. Althorp rock light flashes clear every 6 seconds. Dock. Boats may be tied to SPB dock/float ramp. Fuel avbl emerg only.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM ELV)

RADIO/NAV/WEATHER REMARKS —When avbl Wx reports hourly only.



ELIM

§ **ELIM** (ELI) (PFEL) 3 SW N64°36.90′ W162°16.23′ UTC−9(−8DT) **NOME**

P 162 BL4 34(GVL) 01–19 **L–3C, 4H**

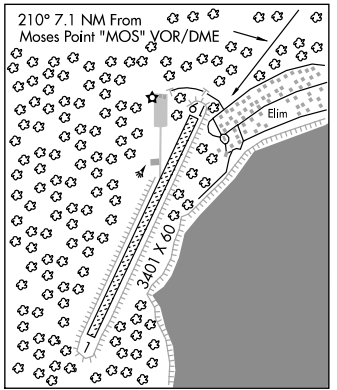
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. +744′ hill 8700′ from rwy end 500′ R. Rwy 01–19 slopes uphill 2% to S end. Rwy 01 rgt tfc. ACTIVATE MIRL Rwy 01–19—CTAF. **IAP**

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

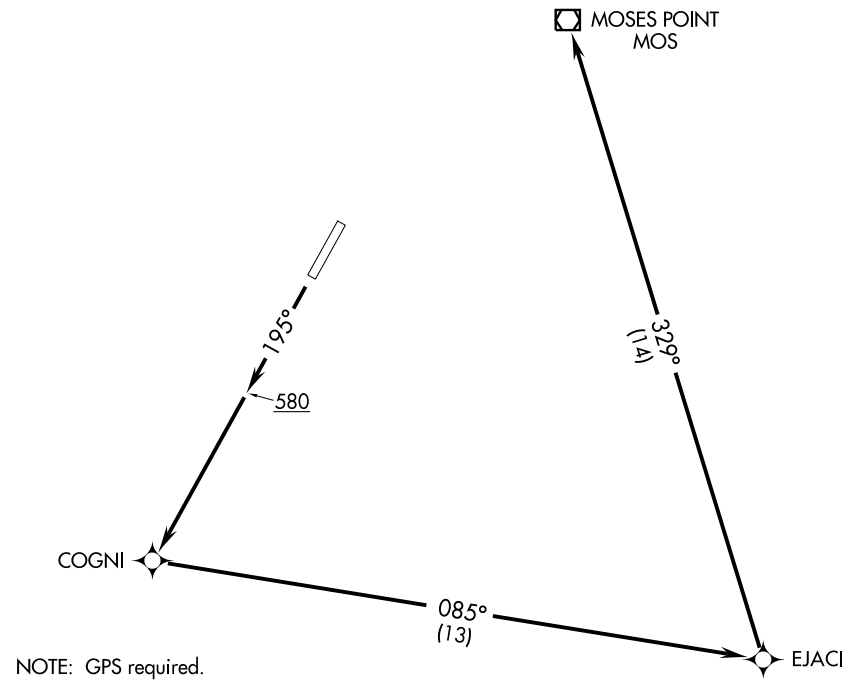
ANCHORAGE CENTER APP/DEP CON —290.4 133.3

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



ELIM ONE DEPARTURE (RNAV) (OBSTACLE)

SL-10270 (FAA)



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 1, NA- Obstacles.

Rwy 19, Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 19: Multiple trees beginning 53′ from DER, 302′ right of centerline, up to 27′ AGL/277′ MSL.
Lt pole, 274′ from DER, 277′ left of centerline, 25′ AGL/175′ MSL.
Pole, 226′ from DER, 279′ left of centerline, 19′ AGL/169′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb heading 195° to 580, then climb direct COGNI, and left turn via 085° track to EJACI, and left turn via 329° track to MOS VOR/DME, maintain 6000. Thence. . . .

. . . .via assigned route.

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3401
CH 58014	015°	TDZE	162
W01A		Apt Elev	162

RNAV (GPS) RWY 1

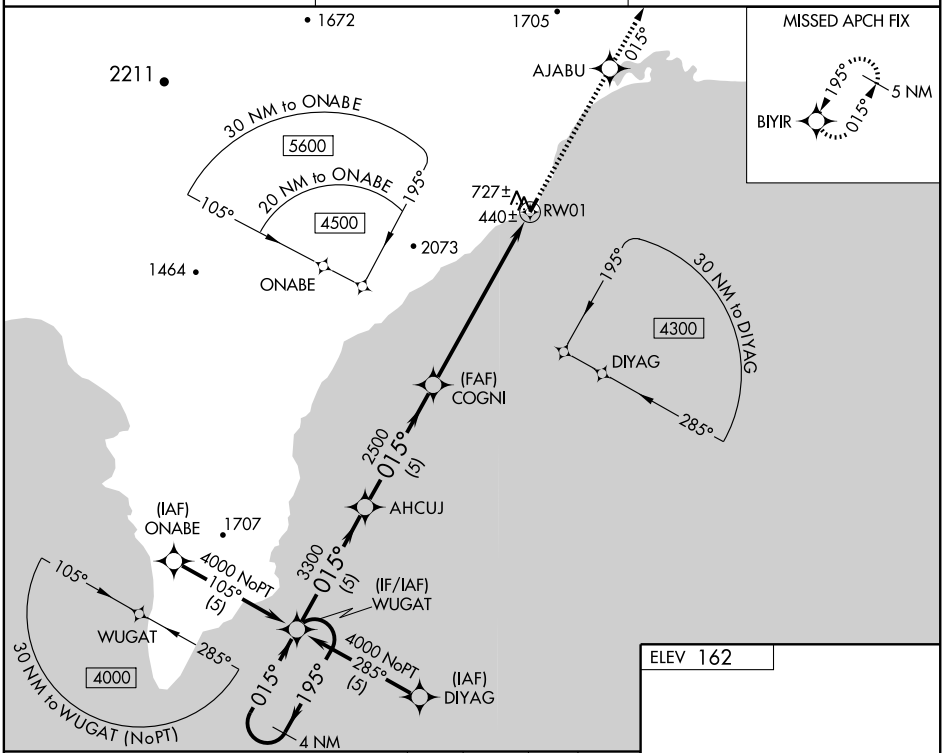
ELIM (ELI) (PFEL)

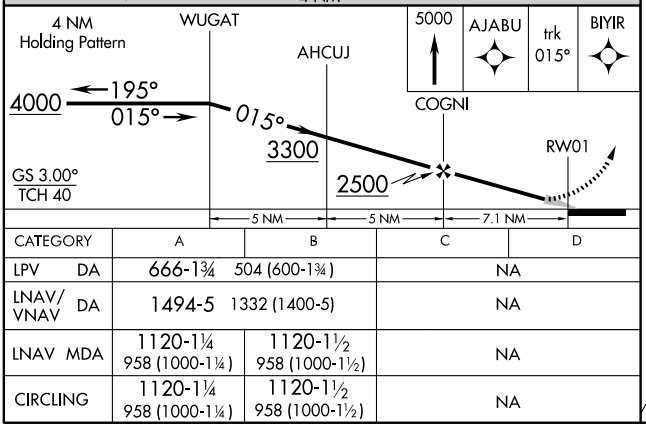
Circling to Rwy 19 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Koyuk altimeter setting, when not received, use Unalakleet altimeter setting and increase all DA 344 feet and all MDA 360 feet, increase LPV all Cats visibility 1¼ mile and LNAV/VNAV all Cats visibility 1 mile.

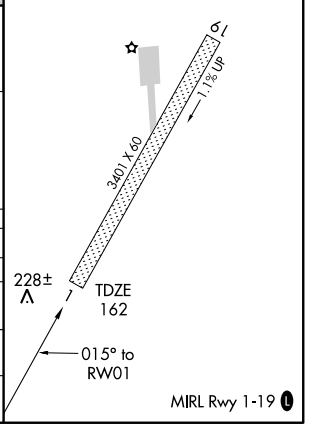
NA

MISSED APPROACH: Climb to 5000 direct AJABU and via track 015° to BIYIR and hold, continue climb-in-hold to 5000.

KOYUK AWOS-3	ANCHORAGE CENTER	CTAF
134.95	133.3 290.4	122.8 L







CATEGORY	A	B	C	D
LPV DA	666-1¾	504 (600-1¾)	NA	
LNAV/VNAV DA	1494-5	1332 (1400-5)	NA	
LNAV MDA	1120-1¼ 958 (1000-1¼)	1120-1½ 958 (1000-1½)	NA	
CIRCLING	1120-1¼ 958 (1000-1¼)	1120-1½ 958 (1000-1½)	NA	

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

ELIM (ELI) (PFEL)

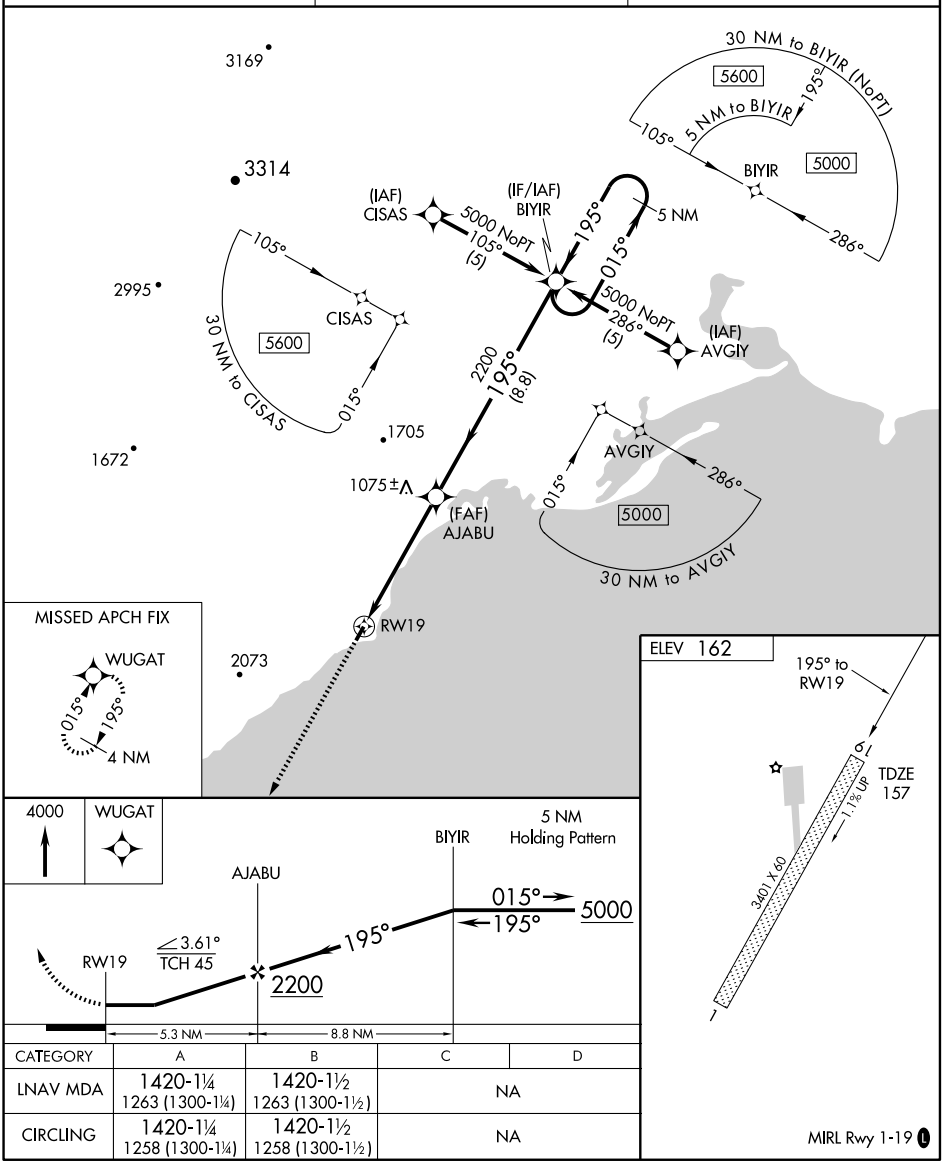
APP CRS	Rwy Idg	3401
195°	TDZE	157
	Apt Elev	162

NA

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Koyuk altimeter setting, when not received, use Unalakleet altimeter setting and increase all MDA 360 feet. Straight-in/circling Rwy 19 NA at night.

MISSED APPROACH: Climb to 4000 direct WUGAT and hold.

KOYUK AWOS-3	ANCHORAGE CENTER	CTAF
134.95	133.3 290.4	122.8 (L)



CATEGORY	A	B	C	D
LNAV MDA	1420-1¼ 1263 (1300-1¼)	1420-1½ 1263 (1300-1½)	NA	
CIRCLING	1420-1¼ 1258 (1300-1¼)	1420-1½ 1258 (1300-1½)	NA	

MIRL Rwy 1-19 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ELWHA WA 48°09.01′ W123°40.22′ SEATTLE L–1E

NDB(MHW/LOM) 515 CL 083° 7.1 NM to William R. Fairchild Intl.1069/22E.

NDB unusable:

100°–235° byd 12 NM.

§ **EMMONAK** (ENM) (PAEM) 1 W N62°47.17′ W164°29.45′ UTC−9(−8DT) BETHEL

P 13 BL4 , 9①, 10② 46(GVL) 16–34 H–1A, 2J, L–3B

FUEL—(NC–100LL, JET A) IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. VASI Rwy 16 OTS indef. ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF. ①Rwy 16 GS 3.0°; Rwy 34 TCH 35′ GS 3.0°. ②Rwy 34.

WEATHER DATA SOURCES—(AWOS–3 135.35 907–949–1014) (TWEB ENM 117.8) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENM)

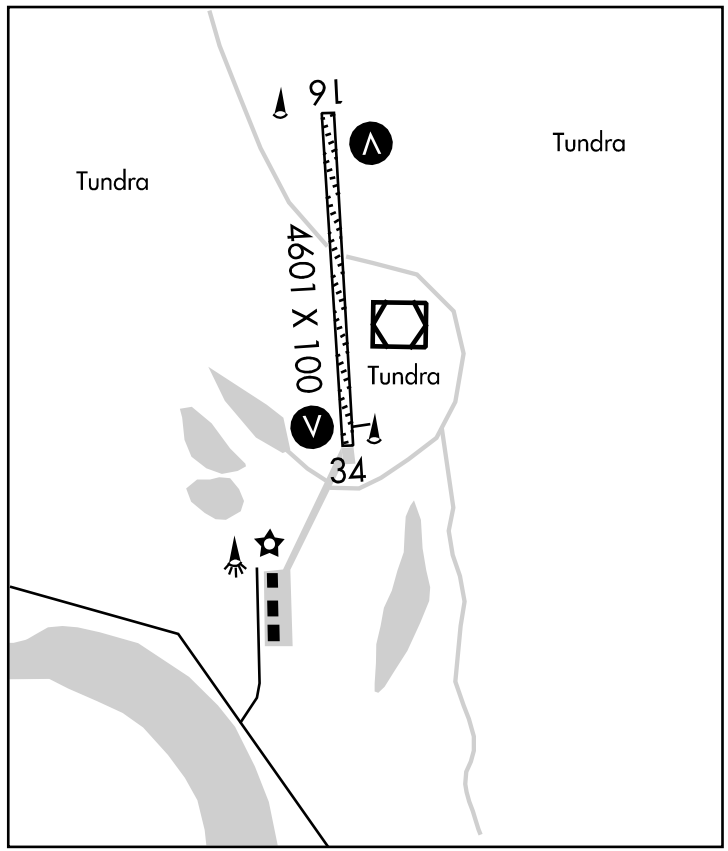
RCO —122.55 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —124.5

RADIO AIDS TO NAVIGATION

(H) ABVORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ At Fld. 11/14E. **TWEB.** VOR azimuth and DME portion unusable 119°–134° all altitudes and all distances.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



ERA CHULITNA RIVER HELIPORT (See TRAPPER CREEK/TALKEETNA)

EUGENE OR N44°07.25′ W123°13.37′ KLAMATH FALLS H–1E

(H)VORTACW 112.9 EUG Chan 76 at Mahlon Sweet Fld. 364/20E. **HIWAS.**

WAAS	APP CRS	Rwy Idg	4601
CH 86702	163°	TDZE	13
W16A		Apt Elev	13

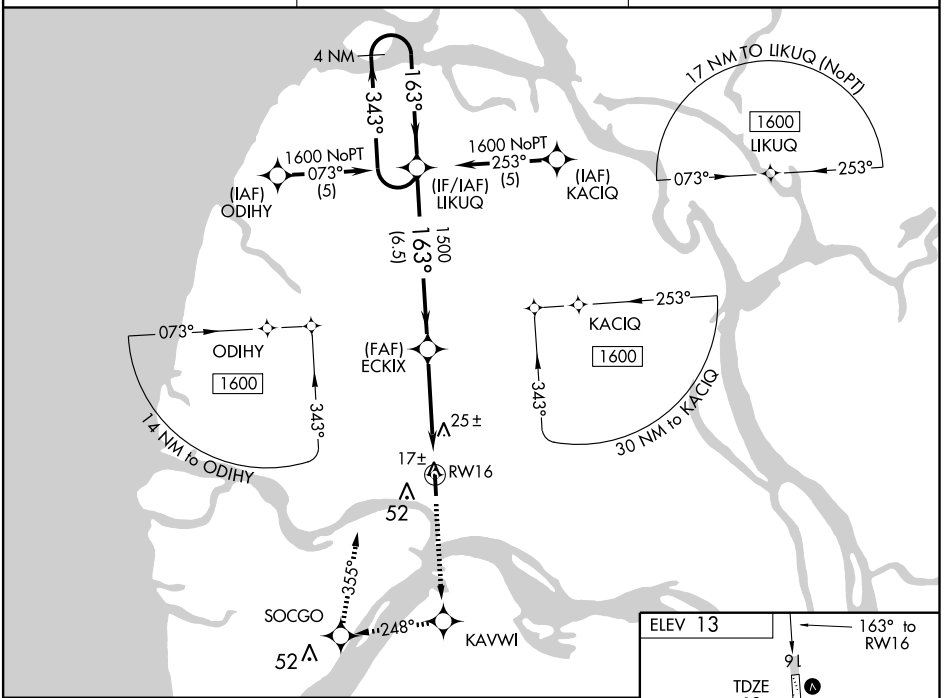
RNAV (GPS) RWY 16

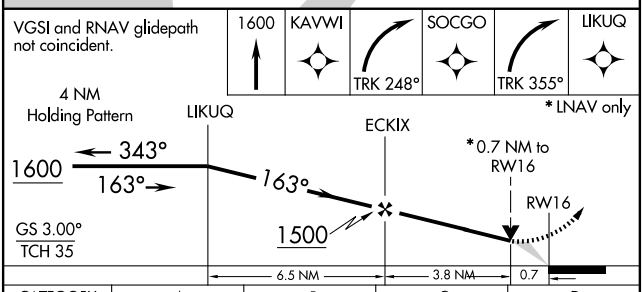
EMMONAK (ENM) (PAEM)

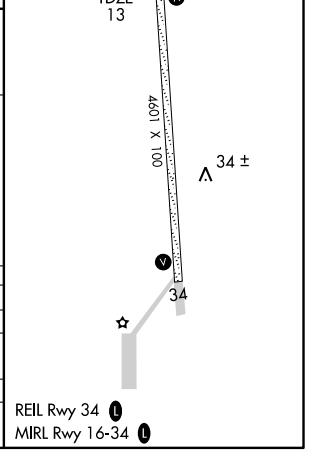
If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and all MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. BARO-VNAV NA when using St Mary's altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct KAVWI and right turn via 248° track to SOCGO and right turn via 355° track to LIKUQ and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5	122.9 (L)







CATEGORY	A	B	C	D
LPV DA		263-1	250 (300-1)	
LNAV/VNAV DA		277-1	264 (300-1)	
LNAV MDA		280-1	267 (300-1)	
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS CH 42502 W34A	APP CRS 343°	Rwy Idg 4601 TDZE 13 Apt Elev 13

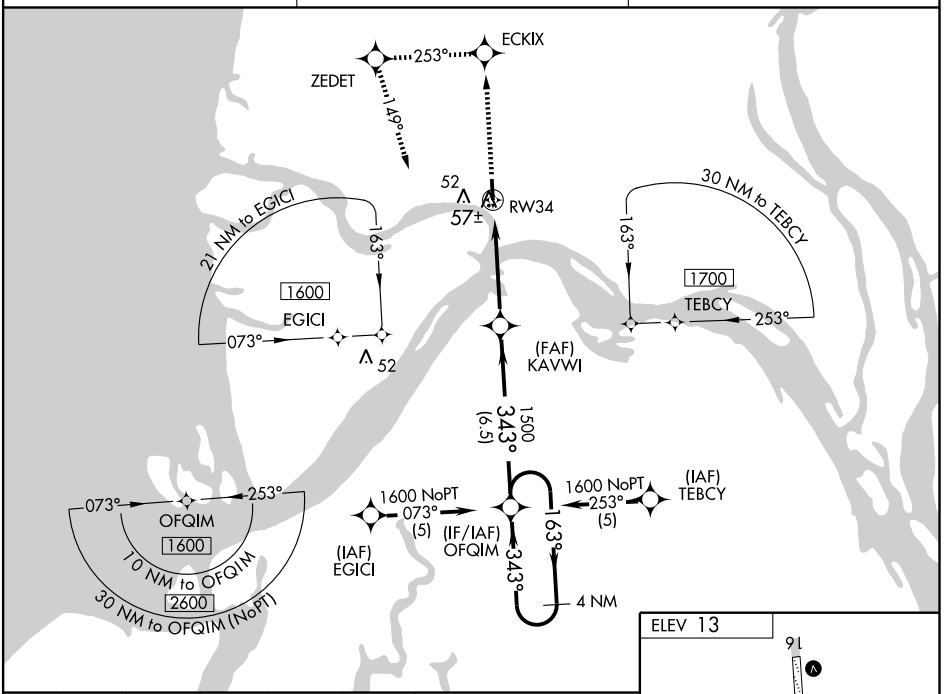
RNAV (GPS) RWY 34

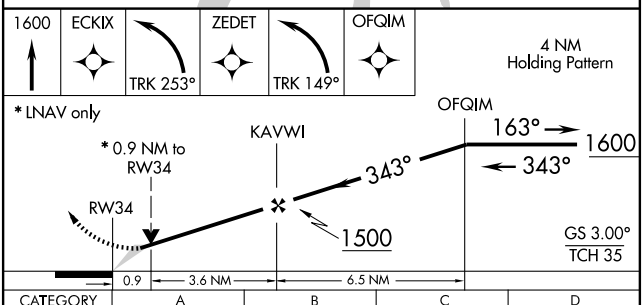
EMMONAK (ENM) (PAEM)

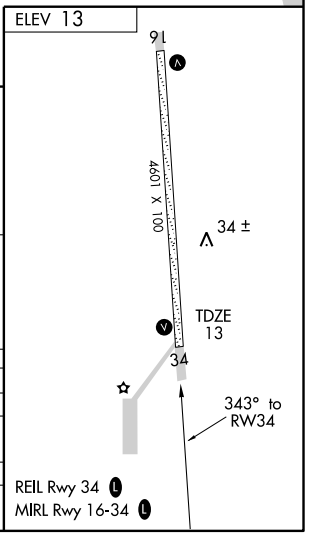
If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. BARO-VNAV NA when using St Mary's altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct ECKIX and left turn via 253° track to ZEDET and left turn via 149° track to OFQIM and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5	122.9 L







CATEGORY	A	B	C	D
LPV DA		263-1	250 (300-1)	
LNAV/VNAV DA		317-1	304 (400-1)	
LNAV MDA		320-1	307 (400-1)	
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

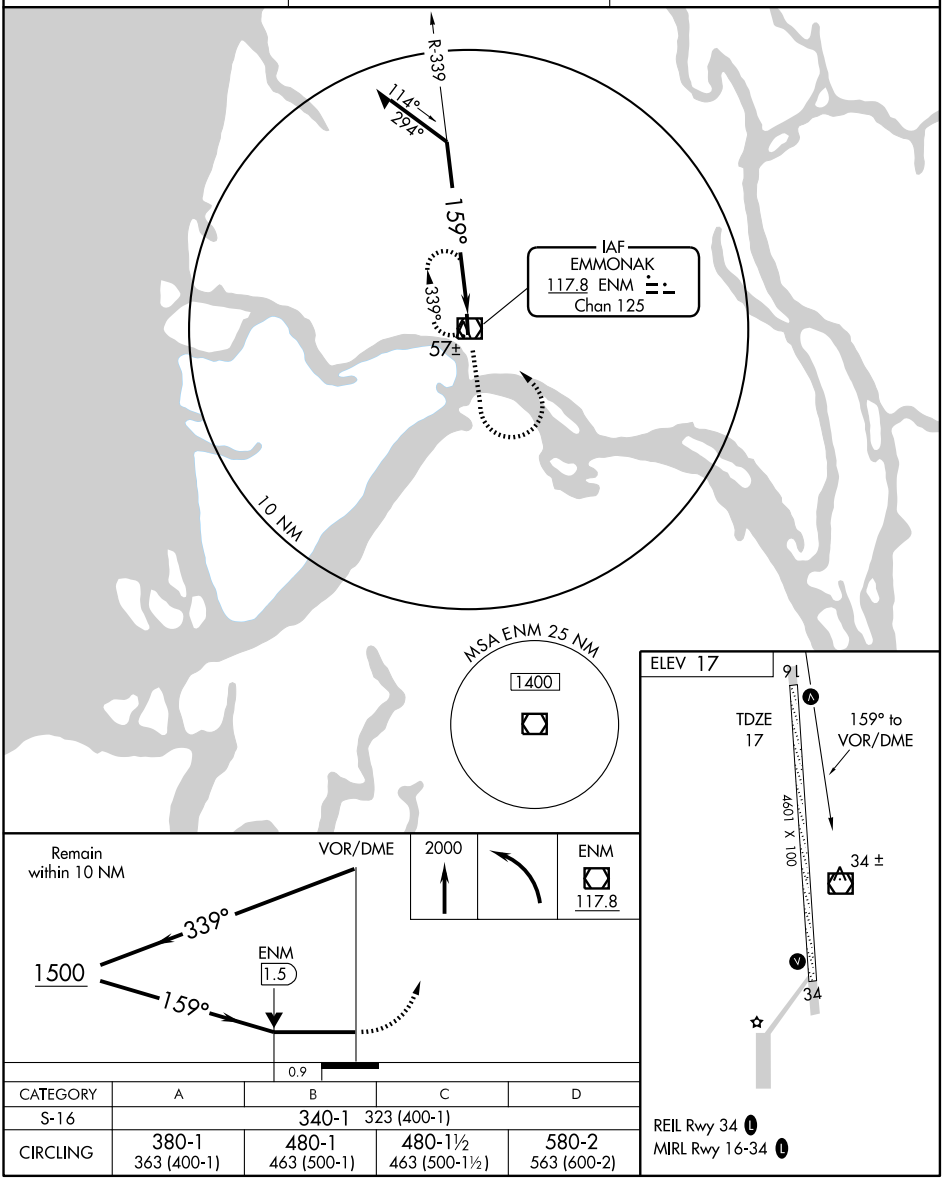
VOR/DME ENM 117.8 Chan 125	APP CRS 159°	Rwy Idg 4601 TDZE 17 Apt Elev 17

VOR RWY 16
EMMONAK (ENM) (PAEM)

⚠ If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5	122.9 L



CATEGORY	A	B	C	D
S-16	340-1	323 (400-1)		
CIRCLING	380-1 363 (400-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME ENM	APP CRS	Rwy Idg	4601
117.8	348°	TDZE	17
Chan 125		Apt Elev	17

VOR RWY 34

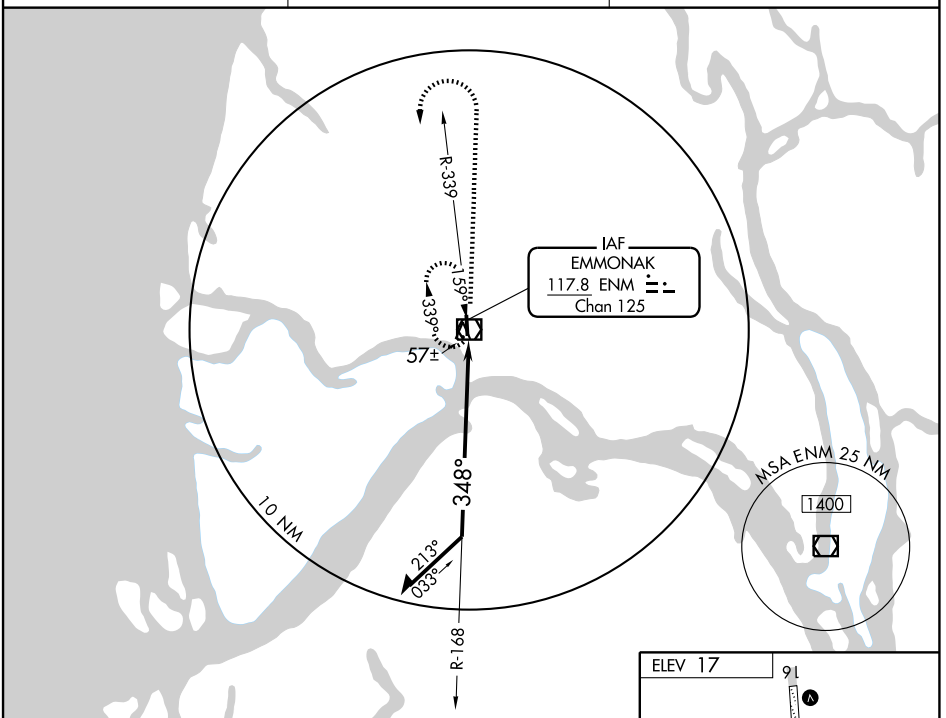
EMMONAK (ENM) (PAEM)

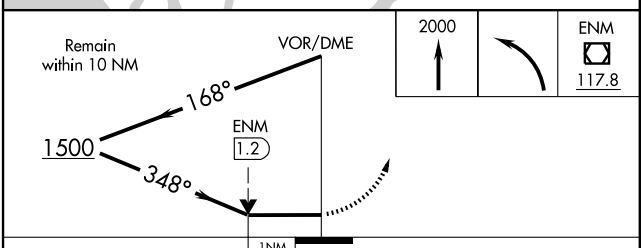
AK, 23 SEP 2010 to 18 NOV 2010

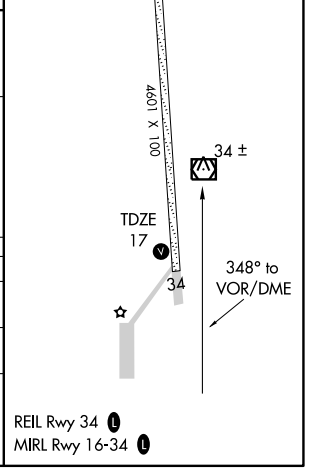
⚠ If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5	122.9 (L)

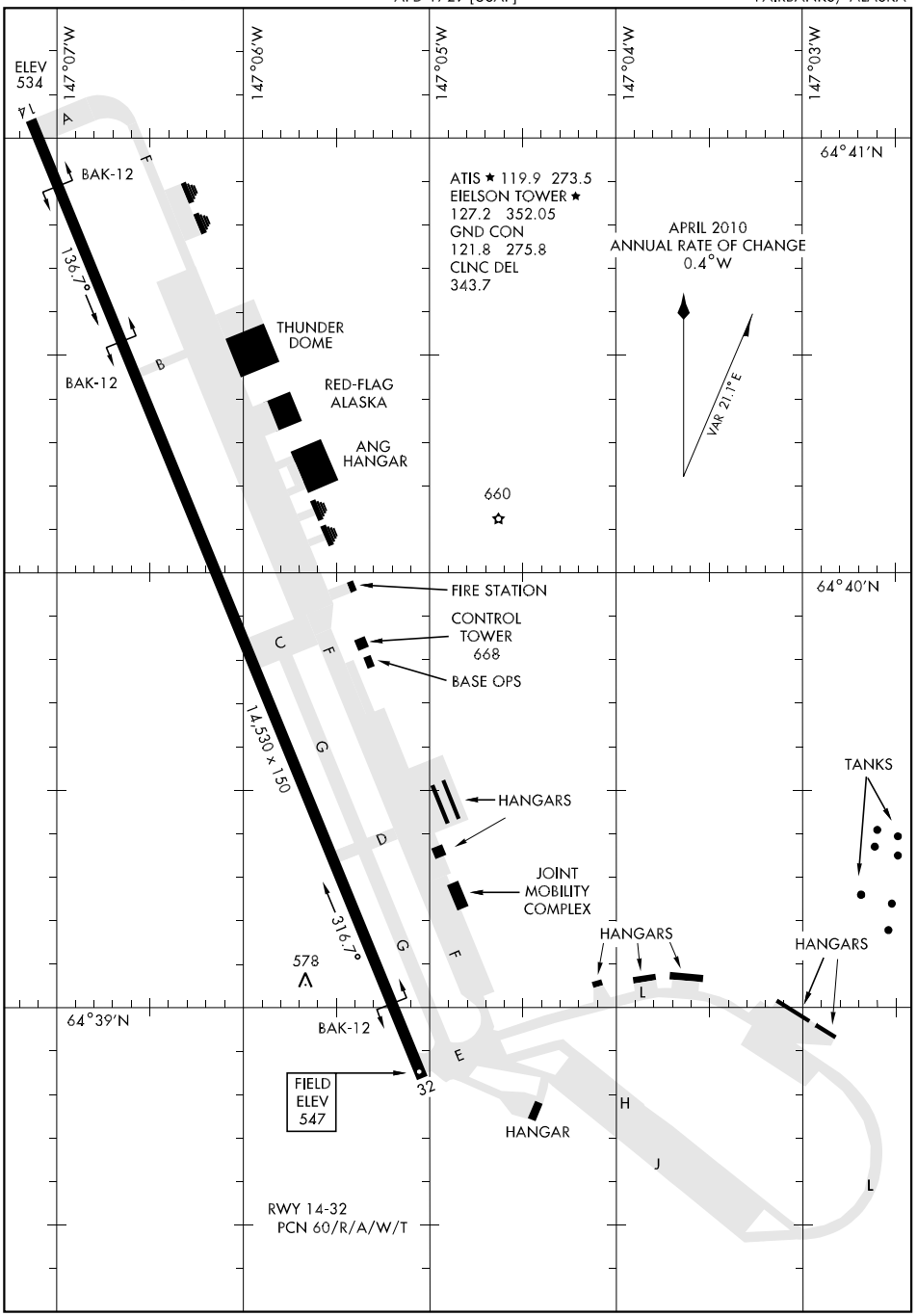






CATEGORY	A	B	C	D
S-34	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	380-1 363 (400-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

62°47'N-164°29'W

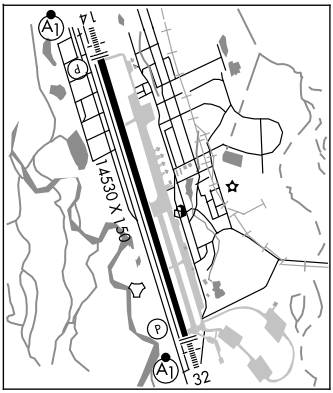


AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **EIELSON AFB** (Fairbanks) (EIL) (PAEI) 17 SE N64°39.94′ W147°06.09′ (AOE) UTC−9(−8DT) **FAIRBANKS**
AF 547 BL4, 5, 6, 7, 8, 12 ② H145(CON–GRVD) 14–32 S65–PCN 60 R/A/W/T **H–1B, L–3A, 3D, 4J**
JASU —(A/M32A–95) **DIAP, AD**
FUEL —115, J8, SP, W, WAI, 0–128, 0–132, 0–133, 0–148, PRESAIR LOX LPOX

A—GEAR

Rwy 14 BAK–12(B) BAK–12(B) ① BAK–12(B) ① Rwy 32
(1104′) (3338′) (1248′)



AIRPORT REMARKS —Attended 1600–0800Z‡. Quiet hrs 0800–1600Z‡, exceptions require Ops Group Commander approval. All contingency ops ctc Airfield Manager for coordination ASAP. PAEW on Rwy 14–32 when twr unmanned. BASH Phase II months are Apr, May, Aug and Sep. During periods of standing water on the airfield, gulls, ducks, geese and other birds pose a significant hazard to aircraft. Report all bird and animal strikes on or invof Eielson to Airfield Management DSN 317–377–1861, PTD or 354 FW/SE DSN 317–377–4110. Moose have been spotted on/near the rwy environment all hours of the day. During bird watch condition moderate local pattern work limited to minimum rqr with OG/CC approval, no touch and go landing, formation tkf/lndg prohibited and low apch limited to 300′ AGL. During bird watch condition severe; tkf, pattern and lndg prohibited without OG/CC approval, except for emergency. NSTD edge lgts, N 11314′ edge lgts 300′ wide, S 3200′ edge lgts 150′ wide. Rwy 300′ wide entire length, center 150′ usable. Dep acft remain at or blw 1500′ til dep end of rwy. Overhead tfc pattern 2000′ MSL. Rectangular tfc pattern 1500′ MSL. Rwy 14 rgt tfc. All PACAF acft on arrival expect reduced rwy separation; similar ftr type day–3000′; dissimilar ftr type and/or night, wet rwy or RCR rpt less than 17–6000′, behind formation landing–6000′, ftr type ldg behind non-ftr type–9000′. RCR validated as conditions warrant. Avoid small arms range located 2.5 NM E of approach end Rwy 32. Small arms range active wkd 1700–0100Z‡, sfc to 3000′ MSL. PPR number required 24 hours in advance prior to filing flight plan, ctc DSN 317–377–1861, C907–377–1861. Expect arr time restriction for all acft except air evac and DV code 7 or higher. Transient maintenance limited to F16 servicing upon aircrew request thru flight/BPO/preflight inspection of F16 not available. Pre–coordinate with maint operations center DSN 317–377–1205 no later than 48 hrs from ETA. Prime Knight not avbl. All trans aircrews must register with Base Ops upon arr. See AP1 Supplement Arpt Rmrks. Limited secret and COMSEC storage avbl at Base Ops. Base Ops does not have COMSEC responsibilities. For Top Secret and COMSEC issue/storage ctc Command Post DSN 317–377–1500. Taxiing prohibited on Twy F from Twy C to Twy D for acft with wingspan greater than 133′ when any acft is parked on lima row. Portions of oscar row and south ramp not visible from twr. Cargo and passenger carrying acft call Command Post 3 hrs prior to landing and 30 mins prior to landing and state number of passengers. See AP/1 supplementary arpt remark. CRYPTO materials not avbl tran crew. All acft with VIP ctc Base Ops 20–30 minutes prior to ETA with firm chock time. Ltd fleet svc avbl, no potable water. Trans billeting extremely ltd/extensive fuel delays possible dur RED FLAG ALASKA EXERCISE (Apr–Oct). Flights originating outside of the state, refer to Alaska section of U.S. Air Force—Foreign Clearance Guide. Arctic gear is strongly encouraged due to extreme cold temperatures Oct 1–Mar 31. Alaska ANG 168th AREFS OPS DSN (317–377–8800, C 907–377–8800) ANG opr 24 hrs. Base Ops DSN 317–377–1861/3201. To avoid delay file flight plan at least 2 hrs prior to estimated time of departure. Arrivals requiring customs must notify base ops 1.5 hrs prior to landing. U.S. Immigration svc not avbl. Air terminal and ground handling svc oprs 1630–0030Z‡ weekdays. Acft requiring terminal and ground handling svc are required to provide advance notice or delays in svc may be experienced. Acft requiring svc should make prior cooordination with base ops. Rwy 14 and Rwy 32 PAPI GS not coincidental with ILS GS. ①BAK–12 dep end cables in raised position, BAK–12 AER 14–32 avbl with 20 min prior notice. BAK–12(B) Rwy 14 located 1104′ from apch end, BAK–12(B) Rwy 14 located 3338′ from apch end, BAK–12(B) Rwy 32 located 1248′ from apch end. North and South barrier runout reduced to 950′ hook equipped acft be alert. ②Rwy 14, TCH 48′. GS 2.7°. Rwy 32, TCH 49′. GS 2.7°.

WEATHER DATA SOURCES —(119.275 (907) 377–4101 118.525 (907) 377–3626). (PMSV: METRO—346.6)

CONTINUED ON NEXT PAGE

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COMMUNICATIONS—(SFA) (PTD 372.2 139.3) (ATIS 273.5 119.9 1600–0800Z‡**) (TIE–IN FSS FAIRBANKS FAI–NOTAM PAEI)**

Ⓡ **FAIRBANKS APP CON** —363.2 125.35 (180°–359°) 381.4 126.5(360°–179°) **(E)**
TOWER —352.05 127.2 (1600–0800Z‡) **GND CON** —275.8 121.8 **CLNC DEL**—343.7
Ⓡ **FAIRBANKS DEP CON** —319.1 126.5 **(E)**
168 ANG OPS—(Call CHENA CON) 238.3 293.6
SOF—(Call SOURDOUGH) 359.15 139.6
SUAIS—(Call Range Control) –125.3

AIRSPACE: CLASS D svc 1600–0800Z‡ other times Class E.

RADIO AIDS TO NAVIGATION

(H)TACAN Chan 98 EIL (115.1) N64°39.23′ W147°05.64′ at Fld. 528/23E. No NOTAM preventive maintenance schedule Tue 0700–1000Z‡. Unmonitored when twr clsd.
TACAN unusable:
343°–098° byd 30 NM blw 9000′
158°–283° byd 30 NM blw 10000′

ILS 110.5 I–EIL Rwy 14. Opr 1600–0700Z‡ daily. ILS unmonitored when twr closed. No NOTAM preventive maintenance schedule Mon, Wed, and Thu 0700–1000Z‡.

ILS 109.9 I–EAF Rwy 32.

RADIO/NAV/WEATHER REMARKS —Fairbanks FSS LC 474–0137. For flight advisories or status of restricted and military operating areas, ctc Eielson Range Control on SUAIS radio 125.3 or telephone 1–800–758–8723. ASOS freq 119.275 is associated with R–2205 Yukon Training Range. ASOS freq 118.525 is associated with R–2211 Blair Lake Training Range. PMSV: METRO below 3000′ reception from 300°–090° is limited beyond 15 NM by terrain, below 15000′ limited beyond 75 NM, no limitations within 100 NM at 20000′. Unmonitored when PAEI twr clsd. Full svc avbl 1600–0800Z‡ limited svc OT. Full svc vary with local flying schedule. Phone patch capability through 354 FW/CP at 907–377–1500. FMQ19 907–377–5846. Wx briefing avbl DSN 317–377–3140/1160. Briefing for transient aircrews beyond normal operating hrs via 17 OWS at Hickam AFB DSN 315–449–7924/8333. AWOS in use. Augmentation capable during normal operating hrs. During evac of wx station ctc Op Wx Sqdn at number above. Alternate wx location visibility severely limited due to bldg and parked acft.

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§ **EKUK** (KKU) 0 S N58°48.67′ W158°33.53′ UTC−9(−8DT) **KODIAK**
PVT 30 12(GVL—DIRT) 01–19

AIRPORT REMARKS —Unattended. Rwy condition not monitored. Recommend fly over. Rwys not maintained. Rwys soft when wet.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

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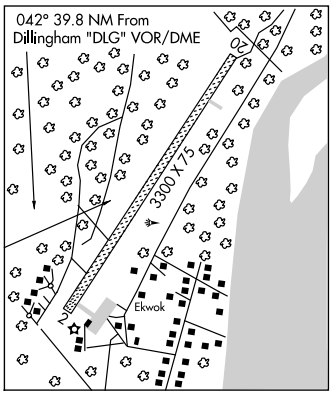
§ **EKWOK** (KEK) 0 S N59°21.29′ W157°28.33′ UTC−9(−8DT) **KODIAK**
P 135 BL4 33(GVL) 02–20 **L–2J, 3C**

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to use. ACTIVATE MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM DLG OT CTC KENAI ENA)
KEMUK MOUNTAIN RCO—122.55 (DILLINGHAM FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. RCO opr 1645–0845Z‡ OT ctc Kenai FSS.



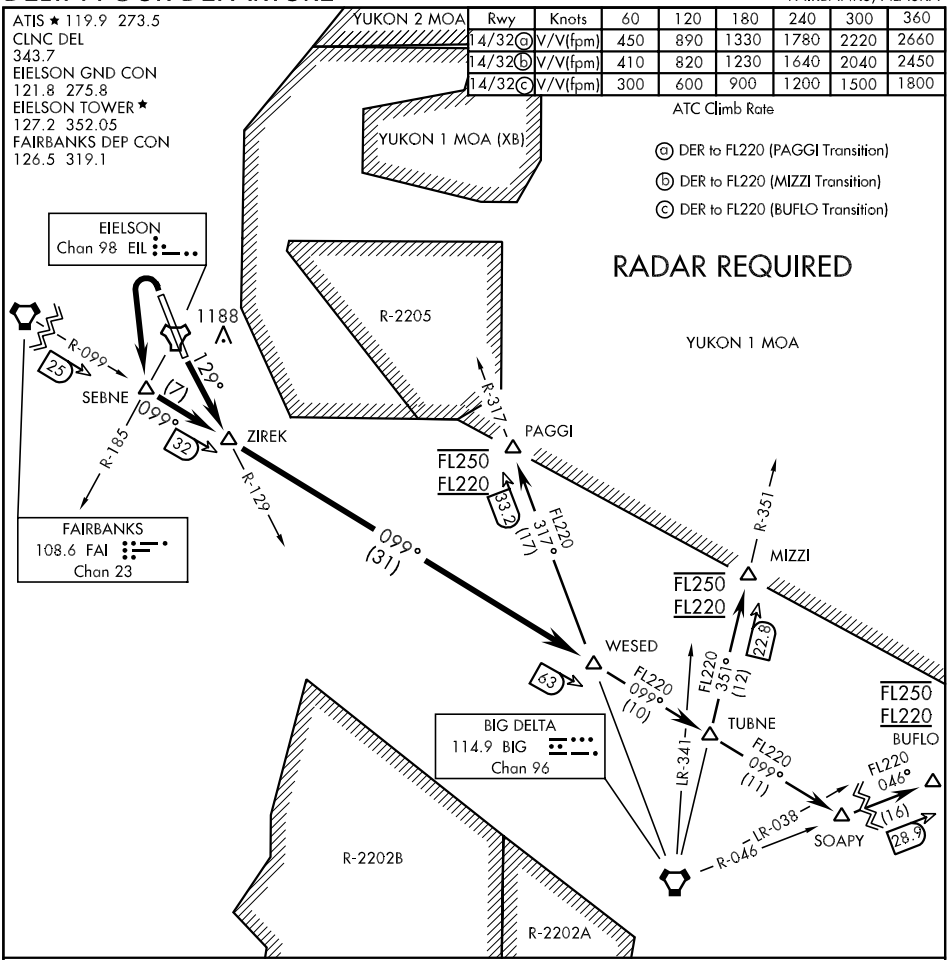
ELEPHANT N58°10.26′ W135°15.48′ **JUNEAU**
NDB(HW) 391 EEF 034° 24.3 NM to Juneau Intl./29E. **L–1C**

ELFEE N55°17.76′ W162°47.34′ **COLD BAY**
NDB(HW) 341 ELF 144° 5.9 NM to Cold Bay, 36/14E. **H–2J, L–2I**

DELTA-FOUR DEPARTURE

SH-1729 [USAF]

FAIRBANKS, ALASKA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Intercept EIL TACAN R-129 to join FAI VORTAC R-099 at ZIREK and track outbound. Thence. . .

TAKE-OFF RWY 32: Turn left to intercept FAI VORTAC R-099 at SEBNE. Proceed outbound direct ZIREK. Thence. . .

BUFLO GATE TRANSITION: Turn left at SOAPY and track outbound on BIG VORTAC R-046 to BUFLO. Cross BUFLO at FL220 block FL250.

MIZZI GATE TRANSITION: Turn left at TUBNE and track outbound on BIG VORTAC R-351 to MIZZI. Cross MIZZI at FL220 block FL250.

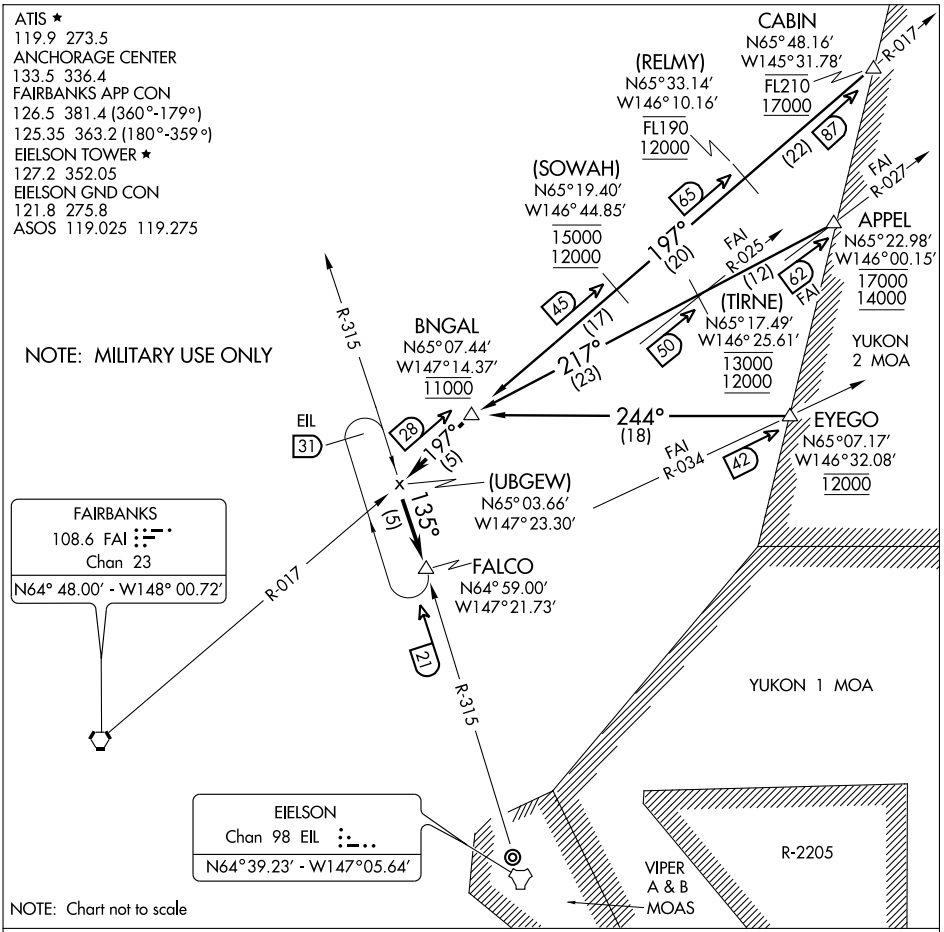
PAGGI GATE TRANSITION: Turn left at WESED and track outbound on BIG VORTAC R-317 to PAGGI. Cross PAGGI at FL220 block FL250.

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

FALCO FOUR ARRIVAL

ST-1729 (FAA)



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APPEL GATE TRANSITION (APPEL.FALCO4): From APPEL via heading 217° to BNGAL. Thence....

CABIN GATE TRANSITION (CABIN.FALCO4): From CABIN via the FAI R-017 to BNGAL. Thence....

EYEGO GATE TRANSITION (EYEGO.FALCO4): From EYEGO via heading 244° to BNGAL. Thence....

.... via the FAI R-017 and the EIL R-315 to FALCO. Expect IFR or VFR recovery clearance at BNGAL. Landing RWY 13 cross FALCO at or below 9000' and at or above 5000'. Landing RWY 31 cross FALCO at 9000'.

FOX-FIVE DEPARTURE

EIELSON AFB (PAEI)
FAIRBANKS, ALASKA

SH-1729 [USAF]

ATIS ★ 119.9 273.5
CLNC DEL
343.7
EIELSON GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1

Rwy	Knots	60	120	180	240	300	360
32ⓐⓑⓒ	V/V(fpm)	620	1230	1840	2450	3060	3680

ATC Climb Rate

ⓐ DER to 14,000 (AXSEM Transition)
ⓑ DER to FL220 (APPEL Transition)
ⓒ DER to FL200 (CABIN Transition)

RADAR REQUIRED

CABIN
FL260
FL220

APPEL
FL260
FL220

HUSUG
FL220

SELEE
FL200

OYUTO
FL180

RESTO
FL200
16,000

ROLOE
14,000

WAPAX
10,000

FRITZ
5000

AXSEM
16,000
14,000

024° (32)
024° (14.4)
024° (9.3)
034° (17.6)
(17)
335°
048°
R-335
R-024
R-034
R-048

YUKON 2 MOA
YUKON 1 MOA (XB)
YUKON 1 MOA
R-2205

EIELSON
Chan 98 EIL

FAIRBANKS
108.6 FAI
Chan 23

1188

(Continued on next page)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION
(CONTINUED)

TAKE-OFF RWY 32: Turn right, intercept EIL TACAN R-335 and track outbound direct FRITZ, direct WAPAX. Cross FRITZ at or above 5000, cross WAPAX at or above 10,000. Thence . . .

APPEL GATE TRANSITION: Cross ROLOE at or above 14,000. Turn right track outbound on FAI VORTAC R-034 direct OYUTO, direct APPEL. Cross OYUTO at or above FL180, cross APPEL at or above FL220 block FL260.

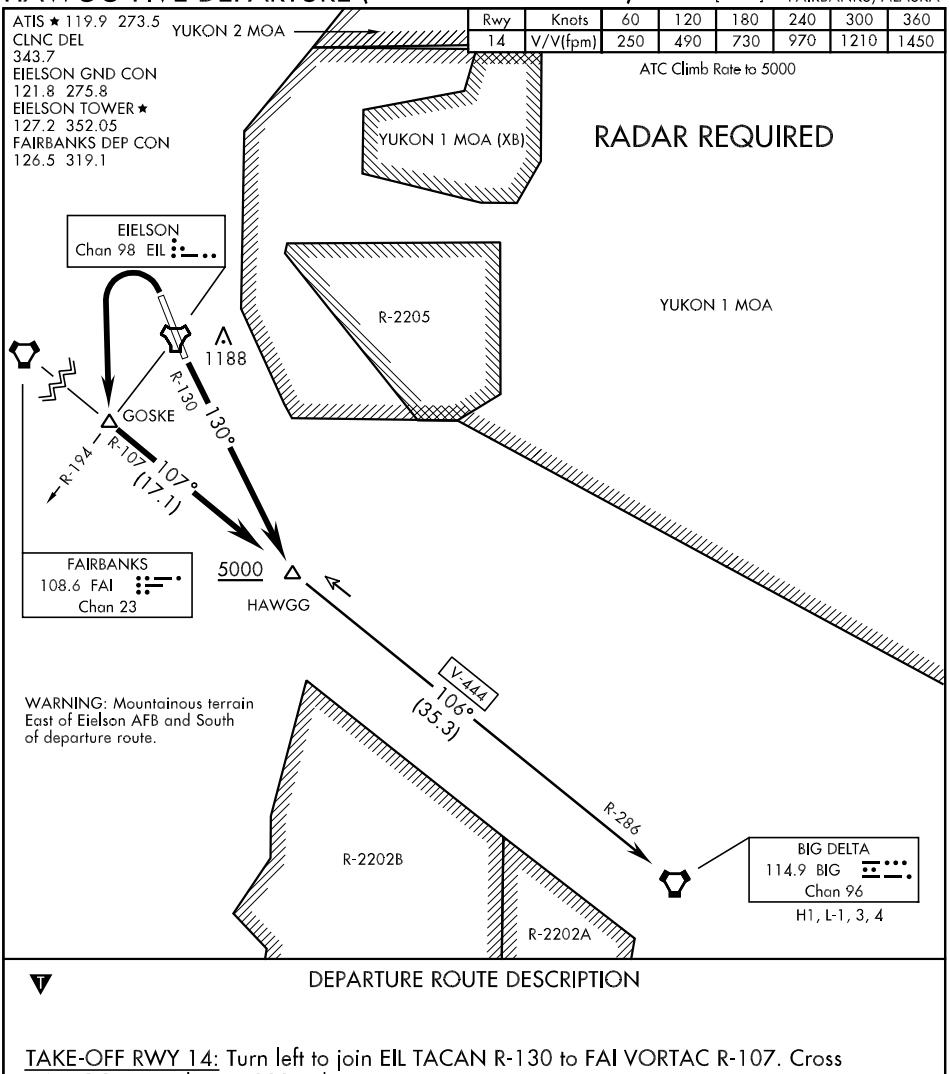
AXSEM GATE TRANSITION: Turn right and track outbound on FAI VORTAC R-048 to AXSEM. Cross AXSEM at or above 14,000 block 16,000.

CABIN GATE TRANSITION: Cross RESTO at or above 16,000 block FL200. Turn right and track outbound on FAI VORTAC R-024 direct SELEE, direct HUSUG, direct CABIN. Cross SELEE at FL200, cross HUSUG at or above FL220, cross CABIN at or above FL220 block FL260.

AK, 23 SEP 2010 to 18 NOV 2010

HAWGG-FIVE DEPARTURE (HAWGG5•HAWGG)

SL-1729 [USAF] FAIRBANKS, ALASKA



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn left to join EIL TACAN R-130 to FAI VORTAC R-107. Cross HAWGG at or above 5000. Thence . . .

TAKE-OFF RWY 32: Turn left to GOSKE then continue outbound FAI VORTAC R-107 to HAWGG. Cross HAWGG at or above 5000. Thence . . .

Intercept V-444 to BIG VORTAC, thence via assigned route.

ILS or LOC/DME RWY 14

LOC I-EIL	APCH CRS	Rwy ldg 14,530 / TDZE 536 / Arpt Elev 547
110.5	136°	

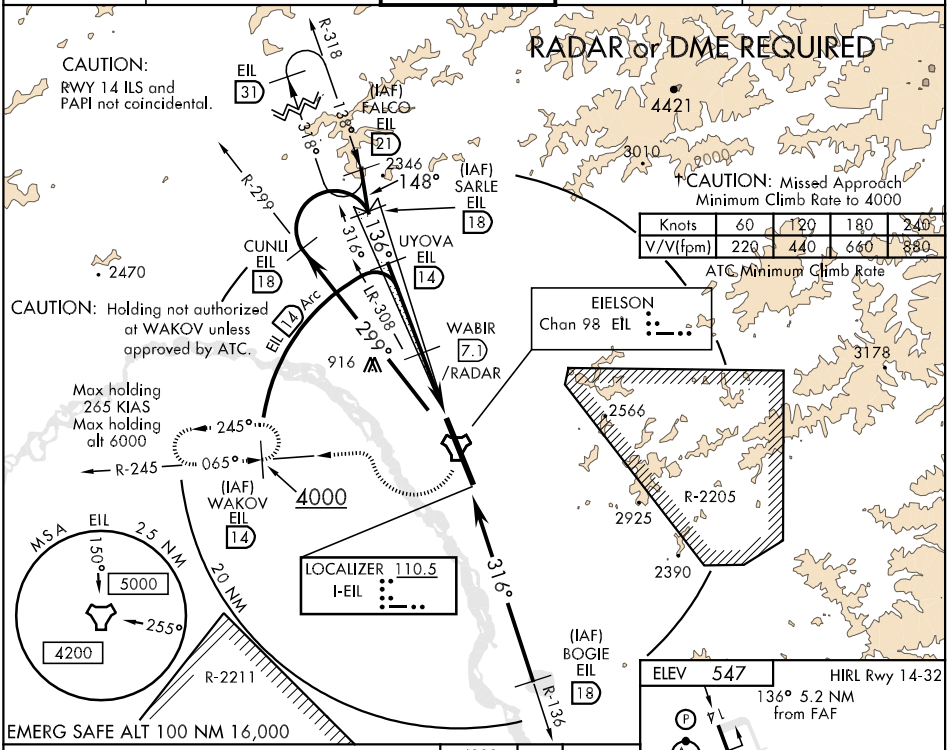
AL-1729 [USAF] EIELSON AFB (PAEI)

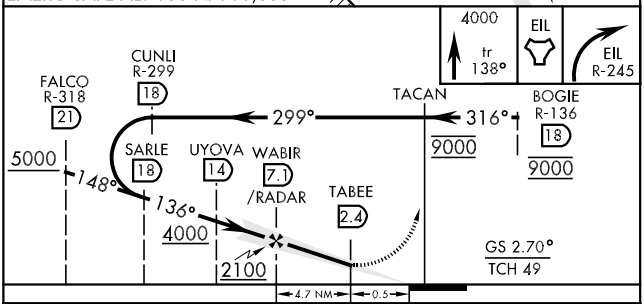
* When ALS inop, increase RVR to 40, vis ¾ mile.
** When ALS inop, increase vis CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ mile.
***Circling not authorized NE Rwy 14-32.

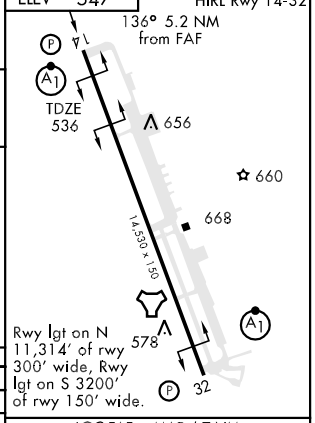
ALSF-1

† MISSED APPROACH: Climb to 4000 on track 138° to EIL, then turn right to intercept EIL R-245 to WAKOV and hold.

ATIS ★	FAIRBANKS APP CON	EIELSON TOWER ★	GND CON	CLNC DEL
119.9 273.5	126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	127.2 352.05	121.8 275.8	343.7







CATEGORY	A	B	C	D	E
S-ILS 14 *	736/24		200	(200-½)	
S-LOC 14 **	900/24 364 (400-½)		900/40	364	(400-¾)
CIRCLING ***	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1½ 493 (500-1½)	1100-2 553 (600-2)	1200-2¼ 653 (700-2¼)

LOC FAF to MAP 4.7 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	2:36	1:44	1:34

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ILS or LOC/DME RWY 32

LOC I-EAF	APCH CRS	Rwy ldg 14,530 / TDZE 547 / Arpt Elev 547
109.9	316°	

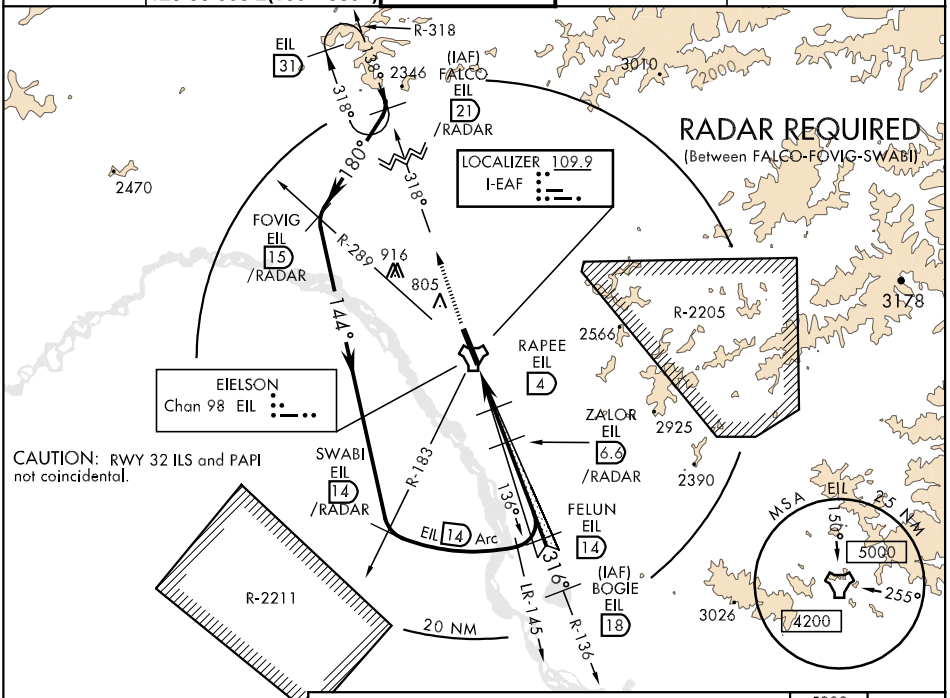
AL-1729 [USAF] EIELSON AFB (PAEI)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT ABC RVR to 50 vis to 1 mile, CAT DE RVR to 60 vis to 1¼ mile.
*** Circling not authorized NE Rwy 14-32.

ALSF-1 (A1)

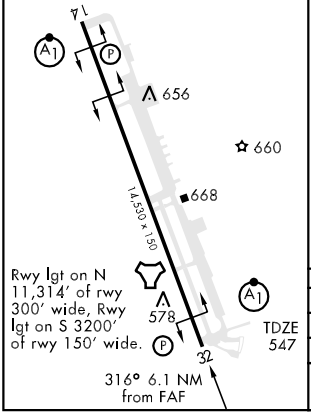
MISSED APPROACH: Climb to 5000 on EIL R-318 to FALCO (EIL R-318/21 DME) and hold.

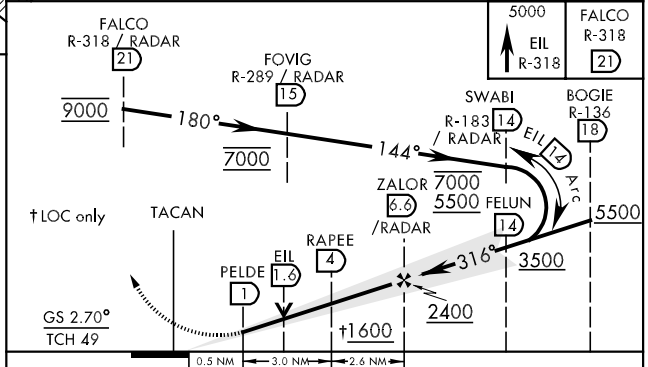
ATIS ★	FAIRBANKS APP CON	EIELSON TOWER ★	GND CON	CLNC DEL
119.9 273.5	126.5 381.4 (360°-179°) 125.35 363.2(180°-359°)	127.2 352.05	121.8 275.8	343.7



EMERG SAFE ALT 100 NM 16,000

ELEV 547 HIRL Rwy 14-32





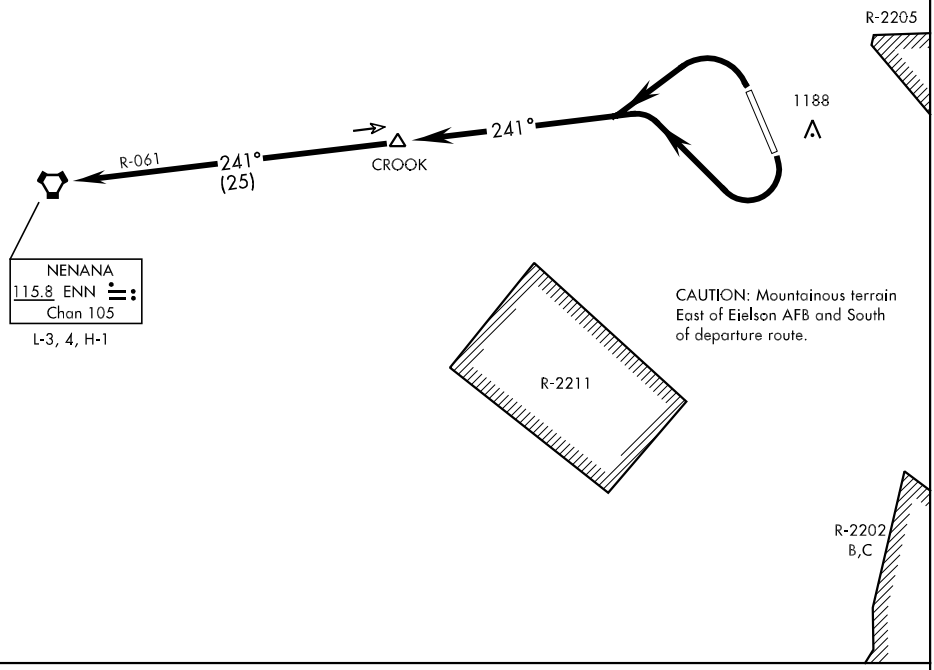
CATEGORY	A	B	C	D	E
S-ILS 32 *	747/24 200 (200-½)				
S-LOC 32 **	920/24 373 (400-½)		920/40 373 (400-¾)		
CIRCLING ***	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1½ 493 (500-1½)	1100-2 553 (600-2)	1200-2¼ 653 (700-2¼)

ILS or LOC/DME RWY 32

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NENANA FOUR DEPARTURE (NENNA4•ENN)

ATIS ★ 119.9 273.5
CLNC DEL
343.7
EIELSON GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right to intercept ENN VORTAC R-061 and climb to assigned altitude, thence . . .

TAKE-OFF RWY 32: Turn left to intercept ENN VORTAC R-061 and climb to assigned altitude, thence . . .

Proceed to NENANA via R-061 then via assigned route.

NENANA FOUR DEPARTURE (NENNA4•ENN)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

TACAN RWY 14

TACAN	APCH CRS	Rwy Idg	14,530
Chan 98 EIL	138°	TDZE	536
		Arpt Elev	547

AL-1729 [USAF]

EIELSON AFB (PAEI)

▼ * When ALS inop, increase vis CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ mile.
** Circling not authorized NE Rwy 14-32.

ALSF-1

† MISSED APPROACH: Climb to 4000 on track 138° to EIL, then turn right to intercept EIL R-245 to WAKOV and hold.

ATIS ★	FAIRBANKS APP CON	EIELSON TOWER ★	GND CON	CLNC DEL
119.9 273.5	126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	127.2 352.05	121.8 275.8	343.7

RADAR or DME REQUIRED

EIL 31 — R-318 — 318° — 138° — (IAF) FALCO EIL 21 — 2346 — ERCEG EIL 18 — ZETAM EIL 14 — HAMIR 7.1 /RADAR — COSOL 4.1

EIL 14 Arc — LR-310 — 916

4421 — 3010 — 2470 — 3178 — 2566 — 2925 — 2390

†CAUTION: Missed Approach Minimum Climb Rate to 4000

Knots	60	120	180	240
V/V(fpm)	230	460	690	920

ATC Minimum Climb Rate

CAUTION: Holding not authorized at WAKOV unless approved by ATC.

Max holding 265 KIAS
Max holding alt 6000

245° — 065° — R-245 — (IAF) WAKOV EIL 14 — 4000

MSA — EIL — 150° — 25 NM — 5000 — 255° — 4200 — 20 NM

EIELSON Chan 98 EIL

R-2205 — R-2211

EMERG SAFE ALT 100 NM 16,000

ELEV 547 — HIRL Rwy 14-32 — 138° to TACAN

TDZE 536 — 656 — 660 — 668 — 14,530 x 150 — 578 — 32

Rwy lgt on N 11,314′ of rwy 300′ wide, Rwy lgt on S 3200′ of rwy 150′ wide.

4000 tr 138° — EIL — EIL R-245

FALCO R-318 21 — ERCEG 18 — ZETAM 14 — HAMIR 7.1 /RADAR — COSOL 4.1 — WANUR 2.4 — TACAN

5000 — 138° — 4000 — 2100 — 1200 — 2.66° TCH 54

3 NM — 1.7 NM — .5

CATEGORY	A	B	C	D	E
S-14*	900/24	364 (400-½)	900/40	364	(400-¾)
CIRCLING **	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1½ 493 (500-1½)	1100-2 553 (600-2)	1200-2¼ 653 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

TACAN RWY 32

TACAN	APCH CRS	Rwy ldg	14,530
EIL	316°	TDZE	547
Chan 98		Arpt Elev	547

AL-1729 [USAF]

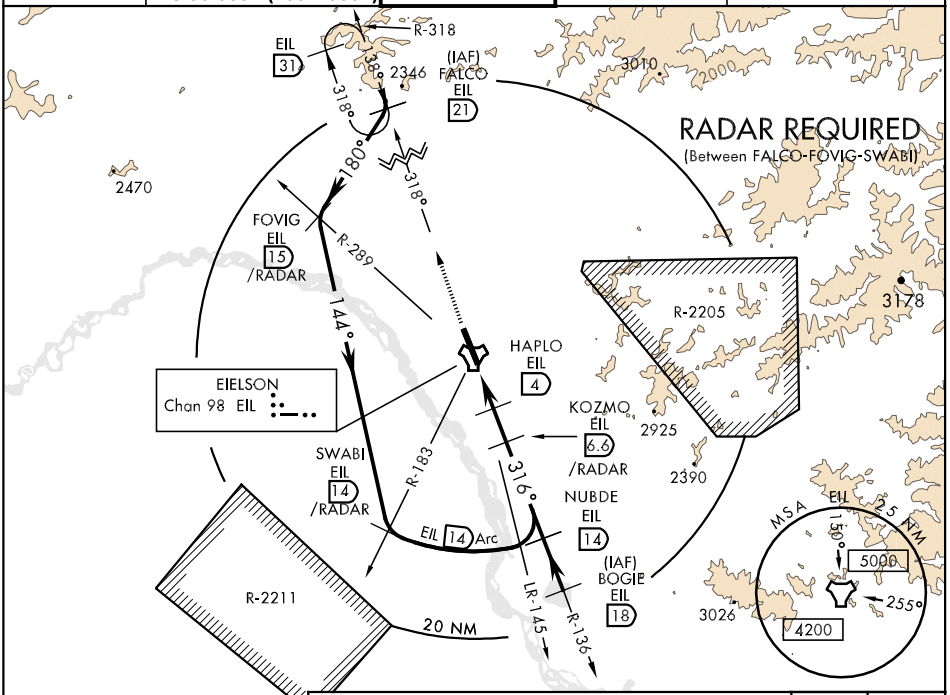
EIELSON AFB (PAEI)

T * When ALS inop, increase vis CAT ABC RVR to 50 vis to 1 mile, CAT D RVR to 60 vis to 1¼ mile, CAT E vis to 1½ mile.
** Circling not authorized NE Rwy 14-32.

ALSF-1 A1

MISSED APPROACH: Climb to 5000 on EIL R-318 to FALCO (EIL R-318/21 DME) and hold.

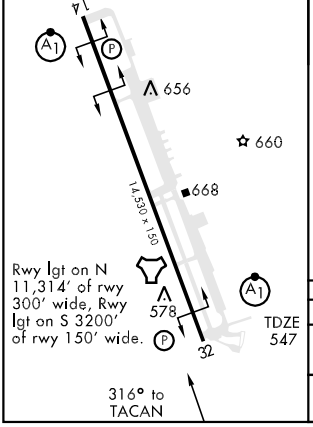
ATIS ★	FAIRBANKS APP CON	EIELSON TOWER ★	GND CON	CLNC DEL
119.9 273.5	126.5 381.4 (360°-179°) 125.35 363.2(180°-359°)	127.2 352.05	121.8 275.8	343.7

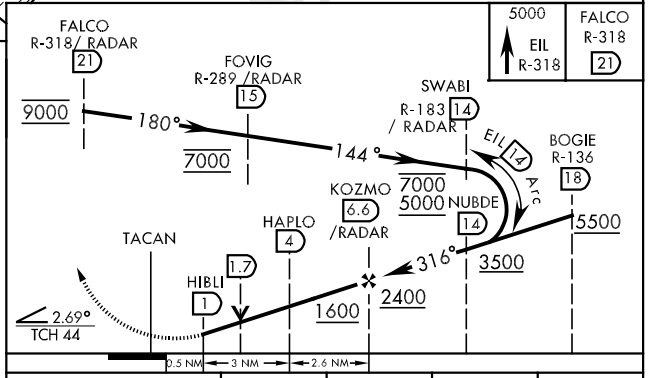


EMERG SAFE ALT 100 NM 16,000

ELEV 547

HIRL Rwy 14-32





CATEGORY	A	B	C	D	E
S-32 *	940/24 393 (400-½)		940/40 393 (400-¾)		940/50 393 (400-1)
CIRCLING **	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1½ 493 (500-1½)	1100-2 553 (600-2)	1200-2¼ 653 (700-2¼)

TACAN RWY 32

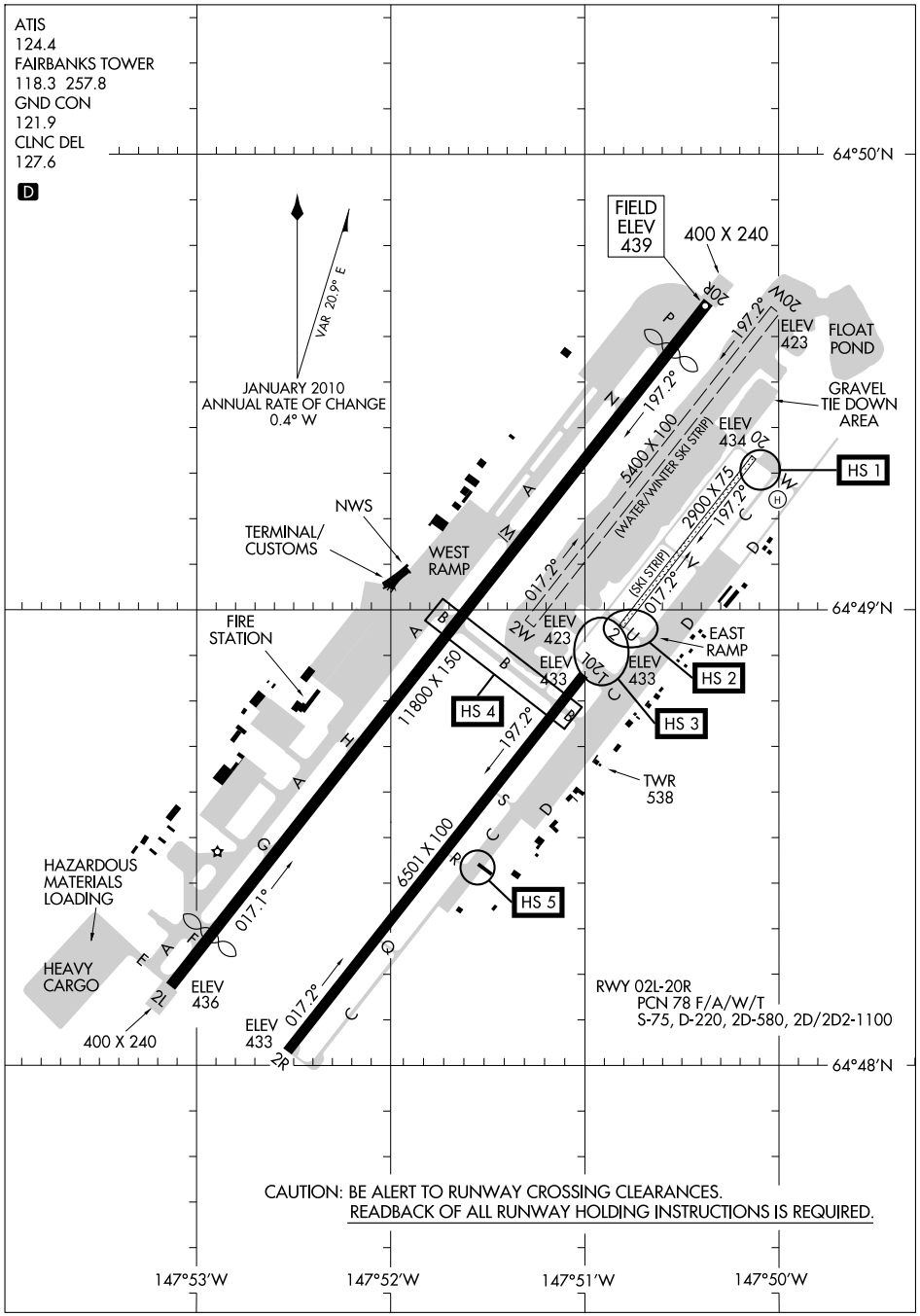
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

AK, 23 SEP 2010 to 18 NOV 2010



AIRSPACE: TRSA svc ctc **APP CON.**

RADIO AIDS TO NAVIGATION

(H)ABVORTAC 108.6 FAI Chan 23 N64°48.00′ W148°00.72′ 056° 4.1 NM to Fld.1525/21E. **TWEB.** TACAN azimuth unusable: 312°–332° byd 24 NM below 7,000′.

CHENA NDB(ABH) 257 CUN N64°50.32′ W147°29.71′ 241° 9.4 NM to Fld 587/21E. **TWEB.**

WEARR NDB(LOM) 510 FA N64°53.99′ W147°42.43′ 189° 6.4 NM to Fld.

FOX NDB(MHW) 356 FOX N64°58.14′ W147°34.80′ 196° 11.7 NM to Fld./21E.

ILS 109.1 I–CNA Chan 28 Rwy 2L. Class IIIE. ILS unmonitored when tower is closed. No NOTAM preventive maintenance schedule. Thu 0230–0530Z‡.

ILS 110.3 I–FAI Rwy 20R.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. TACAN located N64°48.01′ W148°00.81′. (Although colocated facilities antennae are at different positions). For flights in MOA's east of Fairbanks recommend contacting Eielson Range Control on 125.3 or call 1–800–758–8723 for information on military activities.

▼

FAIRBANKS INTL SEAPLANE (FAI) (PAFA) 3 SW N64°48.85′ W147°51.52′ UTC−9(−8DT) **FAIRBANKS**

423 B –54 02W–20W **IAP, DIAP, AD**

SERVICE —S4 **FUEL** —(NC–100LL, A1)

SEAPLANE REMARKS —Controlled by Fairbanks Intl twr. Ctc twr on freq. 118.3 as soon as practical after start up for taxi on the pond. Float pond tfc as assigned by Fairbanks twr. Limited transient float plane parking avbl ctc arpt ops 907–474–2530 for information. Sfc frozen in winter, not monitored, air ops not recommended. Migratory birds in vicinity of arpt during Spring thru Fall. Rwy 02W–20W frequently used for ski ops in winter. Recommend visual inspection for overflow and drifts prior to use. Condition not monitored. Rwy 02W–20W touchdown reference markers 500′ from shoreline, marked with buoys.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

GOLD KING CREEK (AK7) (PAAN) 39 SE N64°11.88′ W147°55.72′ UTC−9(−8DT) **FAIRBANKS**

1720 25(GVL–DIRT) 09–27

AIRPORT REMARKS—Unattended. Rwy not maintained. Rwy condition not monitored, recommend visual inspection prior to landing. 38′ trees on both sides of rwy within 50′ of centerline. Rwy suitable for high wing acft only. Rwy 09–27 rough with rocks up to 8″ on sfc. No services avbl.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LAKLOEY AIR PARK (AK22) 6 NE N64°49.30′ W147°31.30′ UTC−9(−8DT) **FAIRBANKS**

PVT 475 40(GVL) 06–24 **H–1B, L–3A, 3D, 4J**

AIRPORT REMARKS—Unattended. Rwys not maintained or monitored, recommend visual inspection prior to using. No facilities. Unusable for wheels in the fall, winter, spring. Rwy 06 rgt tfc. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.

COMMUNICATIONS—(CTAF 125.0) (TIE–IN FSS FAIRBANKS FAI)

SUAIS—125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LAKLOEY AIR PARK SEAPLANE (AK22) 5 NE N64°49.30′ W147°31.30′ UTC−9(−8DT) **FAIRBANKS**

PVT 475 –34 06W–24W **H–1B, L–3A, 3D, 4J**

SEAPLANE REMARKS—Unattended. Waterways not maintained or monitored, recommend visual inspection prior to using. Unusable in the fall, winter, and spring. No facilities. Rwy 06W rgt tfc. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.

COMMUNICATIONS—(CTAF 125.0) (TIE–IN FSS FAIRBANKS FAI)

SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

METRO FLD (MTF) 2 S N64°48.41′ W147°45.75′ UTC−9(−8DT) **FAIRBANKS**

PVT 432 46(ASP–GVL) 06–24 **H–1B, L–3A, 3D, 4J**

AIRPORT REMARKS—Unattended. First 2600′ Rwy 06 paved for a width of 30′. Pavement very rough. Rwy condition not monitored, recommend visual inspection prior to use. 140′ crane btn rwy and float pond summer months. Ditch and berm 40′ from Rwy 06. Rwy 06 rgt tfc. Traffic pattern altitude Rwy 06–24 568′ AGL.

COMMUNICATIONS—(CTAF 118.3) (TIE–IN FSS FAIRBANKS FAI)

SUAIS —125.3 (1–800–758–8723).

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

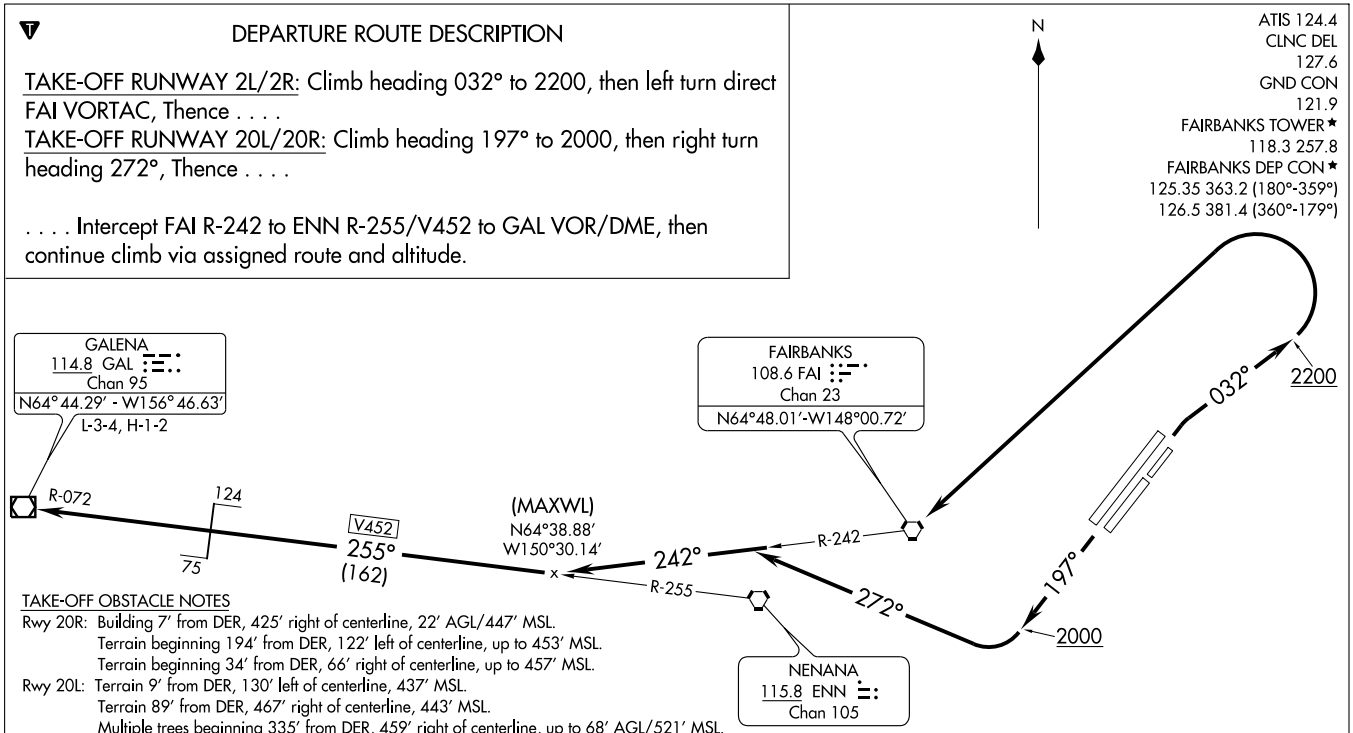
GALENA FOUR DEPARTURE
(GLEEN4.GAL) 10098

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2L/2R: Climb heading 032° to 2200, then left turn direct FAI VORTAC, Thence . . . .
TAKE-OFF RUNWAY 20L/20R: Climb heading 197° to 2000, then right turn heading 272°, Thence . . . .

. . . . Intercept FAI R-242 to ENN R-255/V452 to GAL VOR/DME, then continue climb via assigned route and altitude.



TAKE-OFF OBSTACLE NOTES

Rwy 20R: Building 7' from DER, 425' right of centerline, 22' AGL/447' MSL.
Terrain beginning 194' from DER, 122' left of centerline, up to 453' MSL.
Terrain beginning 34' from DER, 66' right of centerline, up to 457' MSL.
Rwy 20L: Terrain 9' from DER, 130' left of centerline, 437' MSL.
Terrain 89' from DER, 467' right of centerline, 443' MSL.
Multiple trees beginning 335' from DER, 459' right of centerline, up to 68' AGL/521' MSL.
Multiple trees beginning 870' from DER, 188' left of centerline, up to 60' AGL/491' MSL.
Rwy 2L: Terrain 11' from DER, 166' left of centerline, 440' MSL.
Building 331' from DER, 252' left of centerline, 13' AGL/448' MSL.
Rwy 2R: Tank 32' from DER, 359' left of centerline, 6' AGL/439' MSL.
Terrain 52' from DER, 389' left of centerline, 440' MSL.
Building 188' from DER, 450' left of centerline, 9' AGL/442' MSL.
Aircraft 211' from DER, 456' right of centerline, 8' AGL/441' MSL.
Terrain beginning 132' from DER, 208' right of centerline, up to 447' MSL.
Tree 502' from DER, 369' left of centerline, 15' AGL/448' MSL.

TAKE-OFF MINIMUMS

Rwy 20R/20L: Standard.
Rwy 2L/2R: Standard with a minimum climb of 230 feet per NM to 2200.

NOTE: Chart not to scale.

(GLEEN4.GAL) 10098
GALENA FOUR DEPARTURE

SL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

HI-ILS or LOC RWY 20R

LOC I-FAI	APCH CRS	Rwy ldg 11,800 / TDZE 439 / Arpt Elev 439
110.3	197°	

JAL-1234 [USAF]

FAIRBANKS INTL (PAFA)

* When ALS inop, increase CAT E vis to 40.
** When ALS inop, increase CAT E vis to 2 miles.

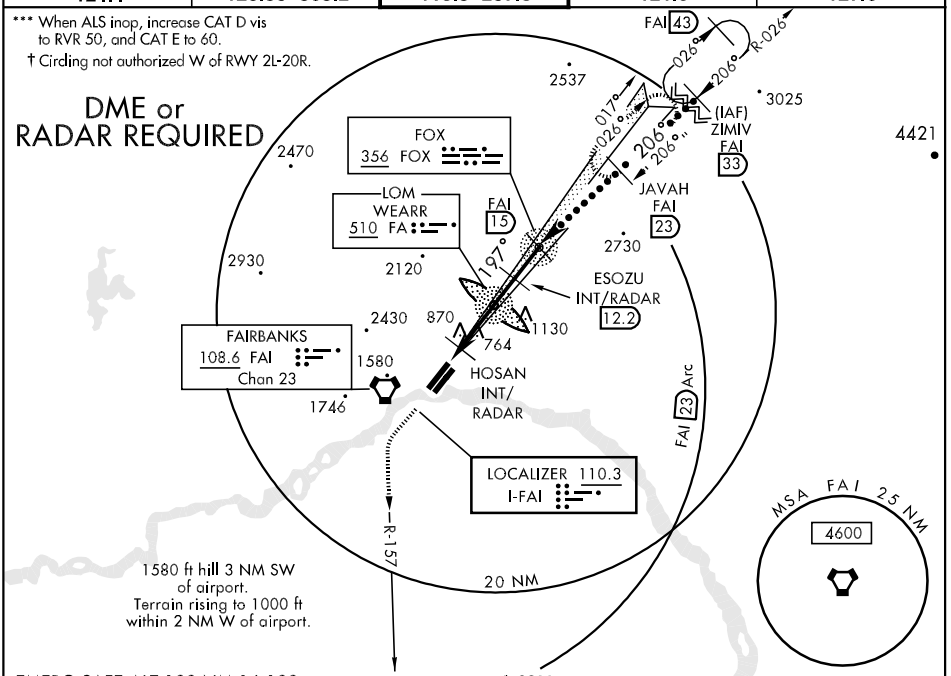
MALSR

MISSED APPROACH: Climb to 8000 via heading 197° and FAI VORTAC R-157 to 23 DME, ARC northbound to JAVAH and hold.

ATIS	FAIRBANKS APP CON	FAIRBANKS TOWER	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6

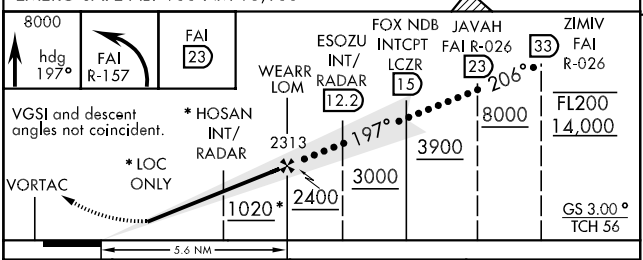
*** When ALS inop, increase CAT D vis to RVR 50, and CAT E to 60.
† Circling not authorized W of RWY 2L-20R.

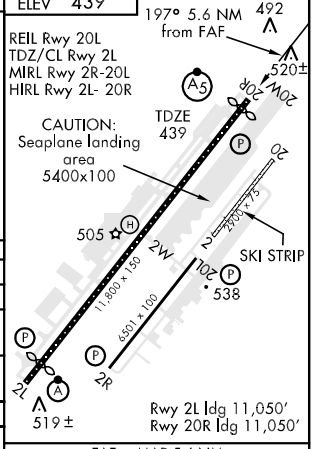
DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 16,100

R-2211





CATEGORY	C	D	E
S-ILS 20R *	639/24 200 (200-½)		
S-LOC 20R **	1020/50 581 (581-1)	1020/60 581 (600-1¼)	1020-1½ 581 (600-1½)
CIRCLING †	1020-1½ 581 (600-1½)	1020-2 581 (600-2)	1080-2¼ 641 (700-2¼)
RADAR FIX MINIMUMS			
S-LOC 20R ***	760/24 321 (400-½)	760/40 321 (400-¾)	
CIRCLING †	900-1½ 461 (500-1½)	1000-2 561 (600-2)	1080-2¼ 641 (700-2¼)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ANCHORAGE, AK		
TED STEVENS ANCHORAGE INTL (ANC) (PANC)	HS 1	Confusing int in close proximity of Rwy 07L-25R.
FAIRBANKS, AK		
FAIRBANKS INTL (FAI) (PAFA)	HS 1	Numerous ramp vehicle operations in vicinity of Twy W.
	HS 2	Numerous ramp vehicle operations in vicinity of Twy U.
	HS 3	Area is not authorized for use by aircraft.
	HS 4	Twy B intersects Rwy 02R-20L and Rwy 02L-20R.
	HS 5	Int of Twy C and Twy R in close proximity to area not visible from the twr.
KODIAK, AK		
KODIAK (ADQ) (PADQ)	HS 1	Twy F is a narrow single access point to the main ramp.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

23 SEP 2010 to 18 NOV 2010

LOC/DME I-CNA	APP CRS	Rwy Idg 11050
109.1	017°	TDZE 438
Chan 28		Apt Elev 439

ILS or LOC RWY 2L

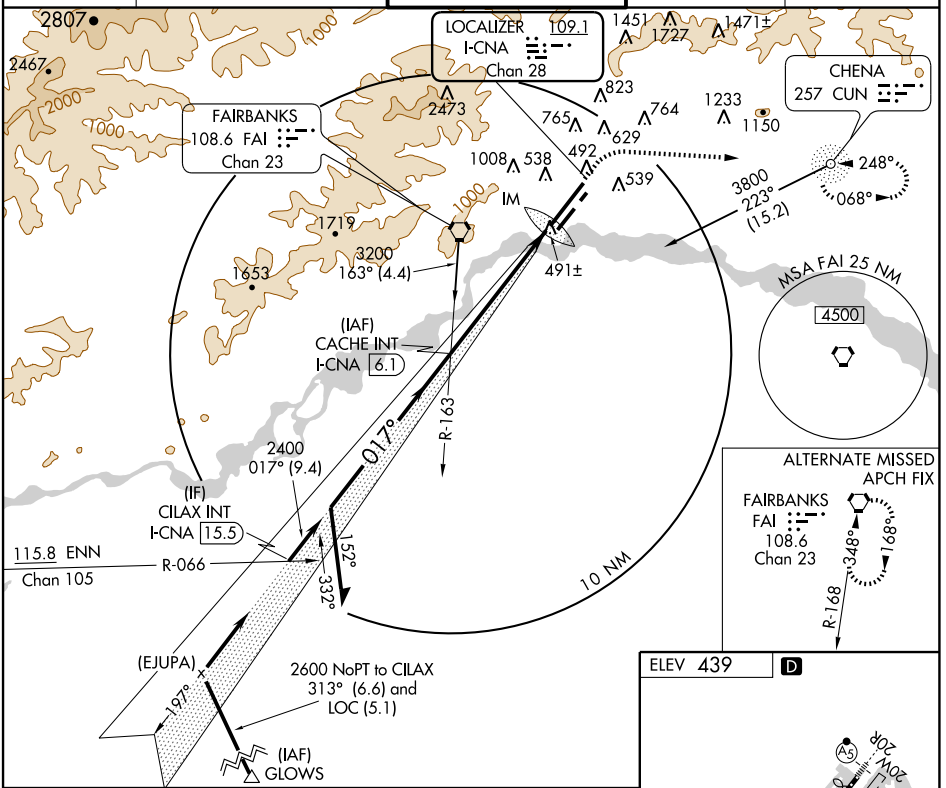
FAIRBANKS INTL (FAI) (PAFA)

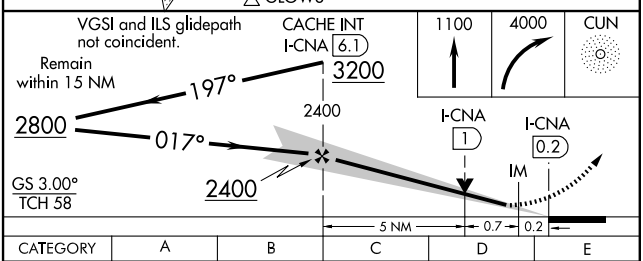
For inoperative ALSF, increase S-ILS 2L Cat E visibility to RVR 4000, S-LOC 2L Cat D to RVR 5000 and Cat E to RVR 6000. Circling NA west of Rwy 2L-20R. ADF required.

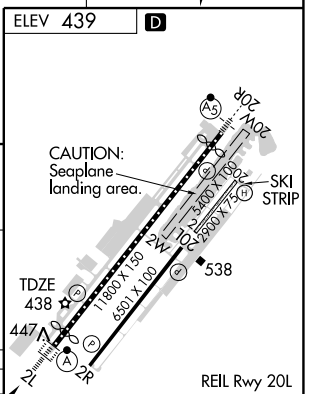
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6







CATEGORY	A	B	C	D	E
S-ILS 2L	638/18 200 (200-½)				638/24 200 (200-½)
S-LOC 2L	760/24 322 (400-½)			760/40 322 (400-¾)	
CIRCLING	840-1 401(500-1)	900-1 461(500-1)	900-1½ 461(500-1½)	1000-2 561(600-2)	1080-2¼ 641(700-2¼)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC I-FAI	APP CRS	Rwy Idg	11050
110.3	197°	TDZE	439
		Apt Elev	439

ILS or LOC RWY 20R

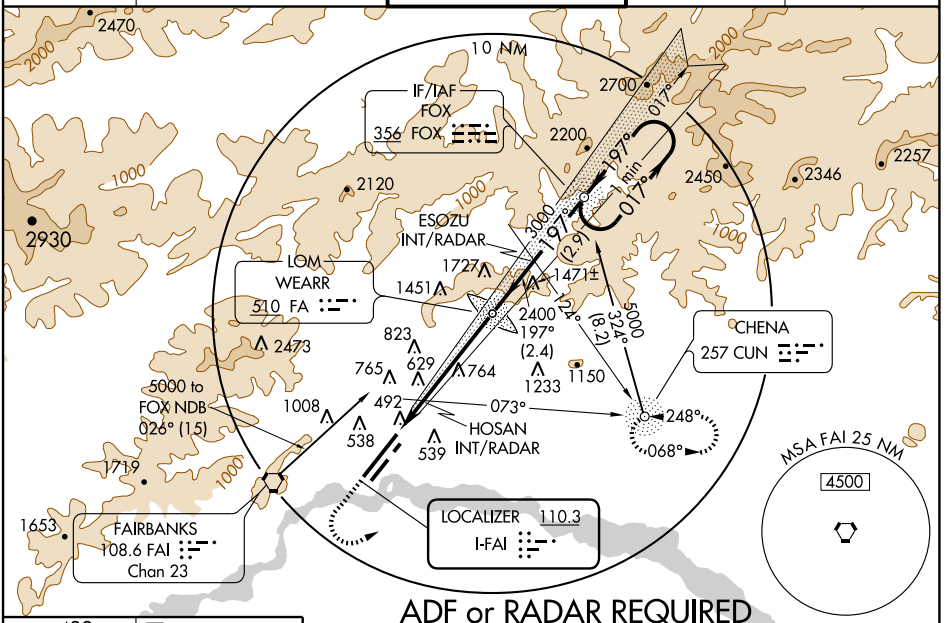
FAIRBANKS INTL (FAI) (PAFA)

For inoperative MALSR, increase S-ILS 20R Cat E visibility to RVR 4000, S-LOC 20R Cat E visibility to 2 miles. HOSAN fix minimums: Increase S-LOC 20R Cat D visibility to RVR 5000, and Cat E to RVR 6000. Circling NA west of Rwy 2L-20R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

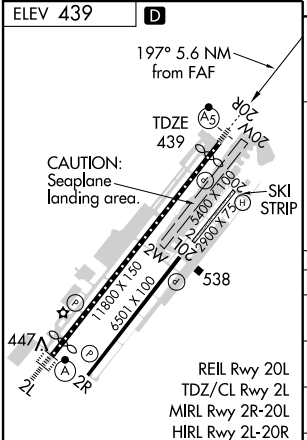
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CUN NDB and hold.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6

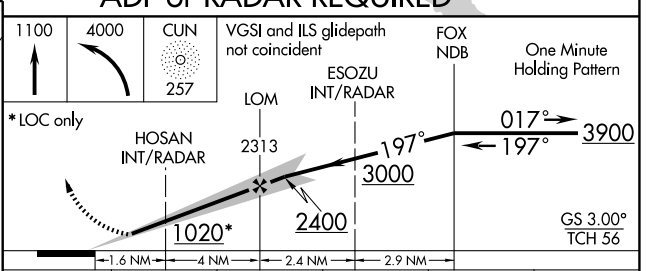


AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 20R	**639/24 200 (200-½)				639/24 200 (200-½)
S-LOC 20R	1020/24 581 (600-½)		1020/50 581 (600-1)	1020/60 581 (600-1¼)	1020-1½ 581 (600-1½)
CIRCLING	1020-1 581 (600-1)		1020-1½ 581 (600-1½)	1020-2 581 (600-2)	1080-2¼ 641 (700-2¼)
HOSAN FIX MINIMUMS					
S-LOC 20R	760/24 321 (400-½)			760/40 321 (400-¾)	
CIRCLING	840-1 401 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)	1080-2¼ 641 (700-2¼)

ILS RWY 2L (CAT II)

FAIRBANKS INTL (FAI) (PAFA)

LOC/DME I-CNA	APP CRS	Rwy Idg 11050
109.1	017°	TDZE 438
Chan 28		Apt Elev 439

ADF required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6

LOCALIZER 109.1 I-CNA Chan 28

FAIRBANKS 108.6 FAI Chan 23

CHENA 257 CUN

(IAF) CACHE INT I-CNA 6.1

(IF) CILAX INT I-CNA 15.5

115.8 ENN Chan 105 R-066

(EJUPA)

(IAF) GLOWS

2600 NoPT to CILAX 313° (6.6) and LOC (5.1)

2400 017° (9.4)

3200 163° (4.4)

017° 197° 152° 332° R-163 10 NM

IM

MSA FAI 25 NM 4500

ALTERNATE MISSED APCH FIX

FAIRBANKS FAI 108.6 Chan 23 348° 168° R-168

ELEV 439 D

CAUTION: Seaplane landing area.

SKI STRIP

TDZE 438

GS 3.00° TCH 58

DH IM RA 104 438 MSL

5.8 NM 831′ 1060′

CATEGORY	A	B	C	D
S-ILS 2L	RA 104/12 100 DA 538			

Remain within 15 NM

CACHE INT I-CNA 6.1 3200

2800 197° 017° 2400

2400

1100 4000 CUN

VGSI and ILS glidepath not coincident.

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-CNA	APP CRS	Rwy Idg 11050
109.1	017°	TDZE 438
Chan 28		Apt Elev 439

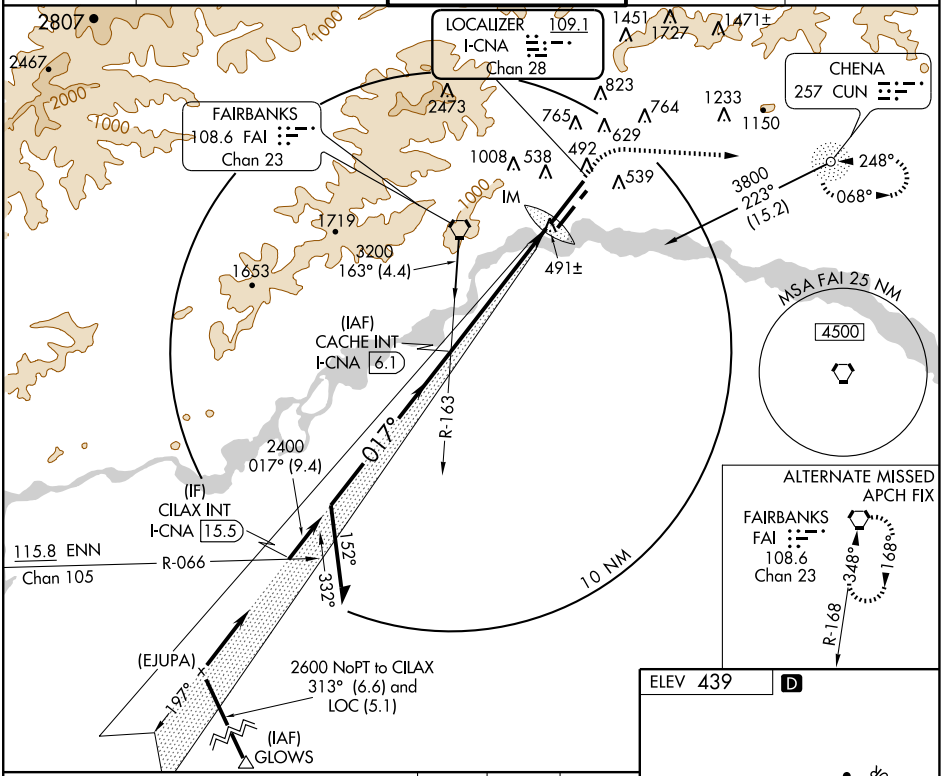
ILS RWY 2L (CAT III)
FAIRBANKS INTL (FAI) (PAFA)

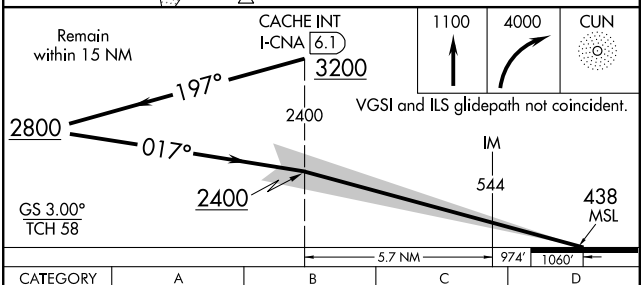
ADF required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

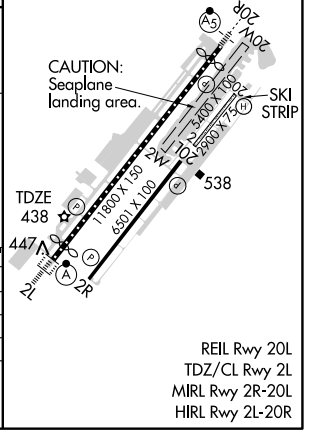
ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



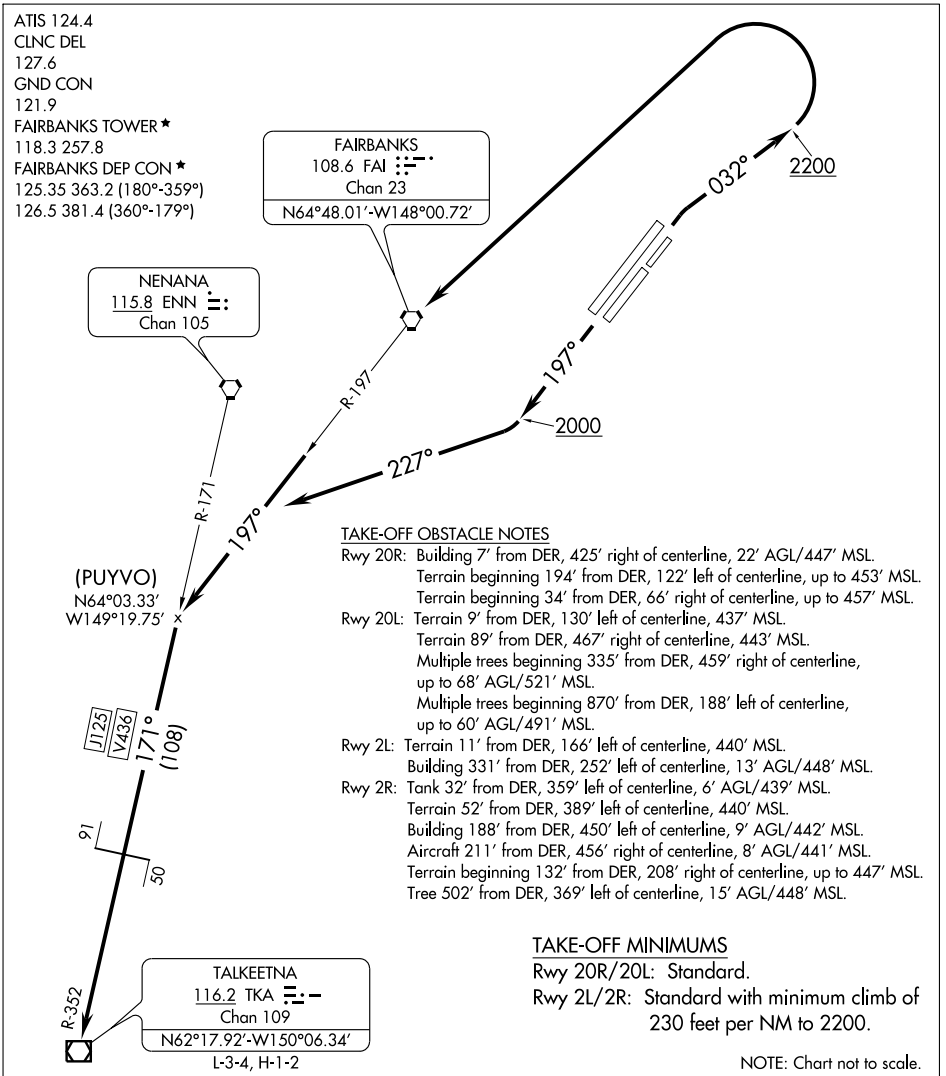


CATEGORY	A	B	C	D
S-ILS 2L		CAT IIIa	RVR 07	
S-ILS 2L		CAT IIIb	RVR 06	
S-ILS 2L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010



TAKE-OFF OBSTACLE NOTES

Rwy 20R: Building 7′ from DER, 425′ right of centerline, 22′ AGL/447′ MSL.
Terrain beginning 194′ from DER, 122′ left of centerline, up to 453′ MSL.
Terrain beginning 34′ from DER, 66′ right of centerline, up to 457′ MSL.

Rwy 20L: Terrain 9′ from DER, 130′ left of centerline, 437′ MSL.
Terrain 89′ from DER, 467′ right of centerline, 443′ MSL.
Multiple trees beginning 335′ from DER, 459′ right of centerline, up to 68′ AGL/521′ MSL.
Multiple trees beginning 870′ from DER, 188′ left of centerline, up to 60′ AGL/491′ MSL.

Rwy 2L: Terrain 11′ from DER, 166′ left of centerline, 440′ MSL.
Building 331′ from DER, 252′ left of centerline, 13′ AGL/448′ MSL.

Rwy 2R: Tank 32′ from DER, 359′ left of centerline, 6′ AGL/439′ MSL.
Terrain 52′ from DER, 389′ left of centerline, 440′ MSL.
Building 188′ from DER, 450′ left of centerline, 9′ AGL/442′ MSL.
Aircraft 211′ from DER, 456′ right of centerline, 8′ AGL/441′ MSL.
Terrain beginning 132′ from DER, 208′ right of centerline, up to 447′ MSL.
Tree 502′ from DER, 369′ left of centerline, 15′ AGL/448′ MSL.

TAKE-OFF MINIMUMS

Rwy 20R/20L: Standard.
Rwy 2L/2R: Standard with minimum climb of 230 feet per NM to 2200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2L/2R: Climb heading 032° to 2200 then left turn direct FAI VORTAC, thence . . . .

TAKE-OFF RUNWAY 20L/20R: Climb heading 197° to 2000 then right turn heading 227°, thence . . . .

. . . . Intercept FAI R-197 to ENN R-171 and TKA R-352 to TKA VOR/DME, then continue climb via assigned route and altitude.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 11050
CH 57915	017°	TDZE 439
W02B		Apt Elev 439

RNAV (GPS) RWY 2L

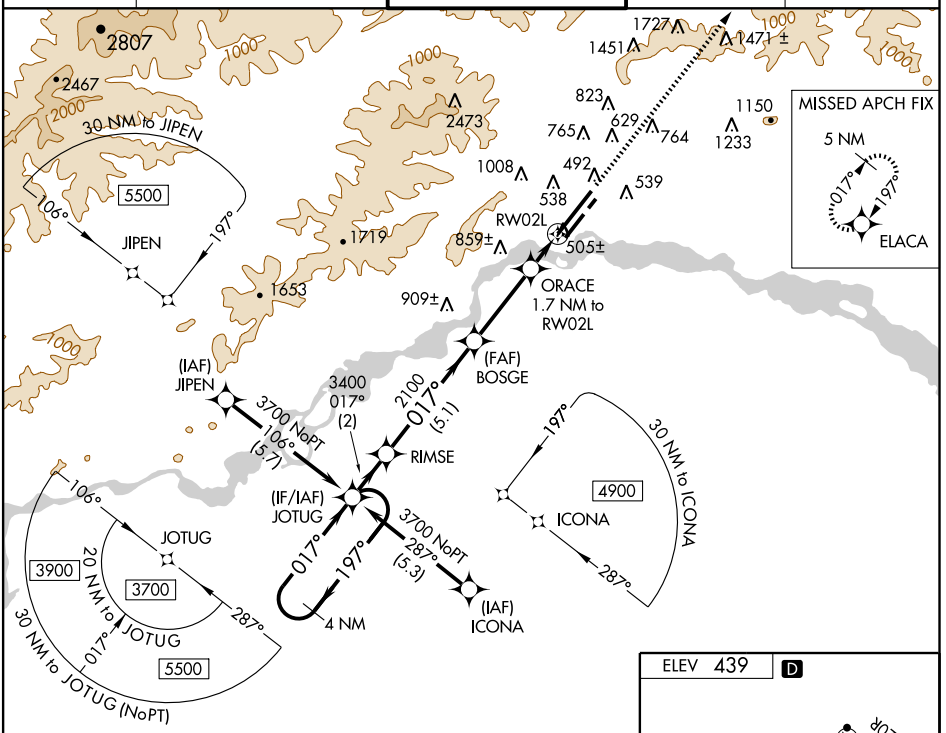
FAIRBANKS INTL (FAI) (PAFA)

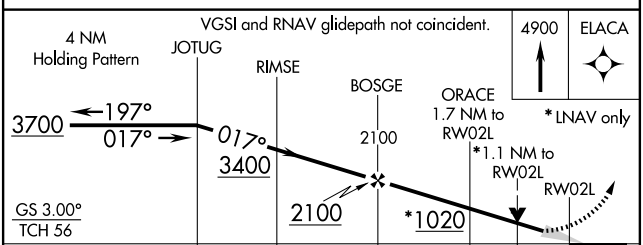
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

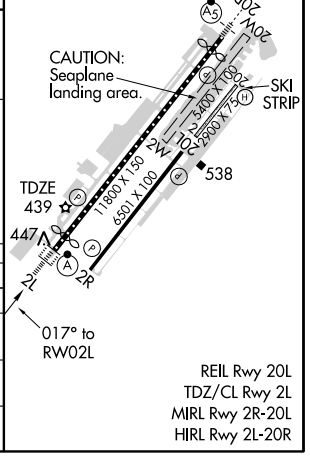
MISSED APPROACH: Climb to 4900 direct ELACA and hold, continue climb-in hold to 4900.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6





CATEGORY	A	B	C	D
LPV DA	639/24 200 (200-½)			
LNAV/VNAV DA	1019-1½ 580 (600-1½)			
LNAV MDA	820/24 381 (400-½)			820/50 381 (400-1)
CIRCLING	840-1 401 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 53612	017°	TDZE	433
W02A		Apt Elev	439

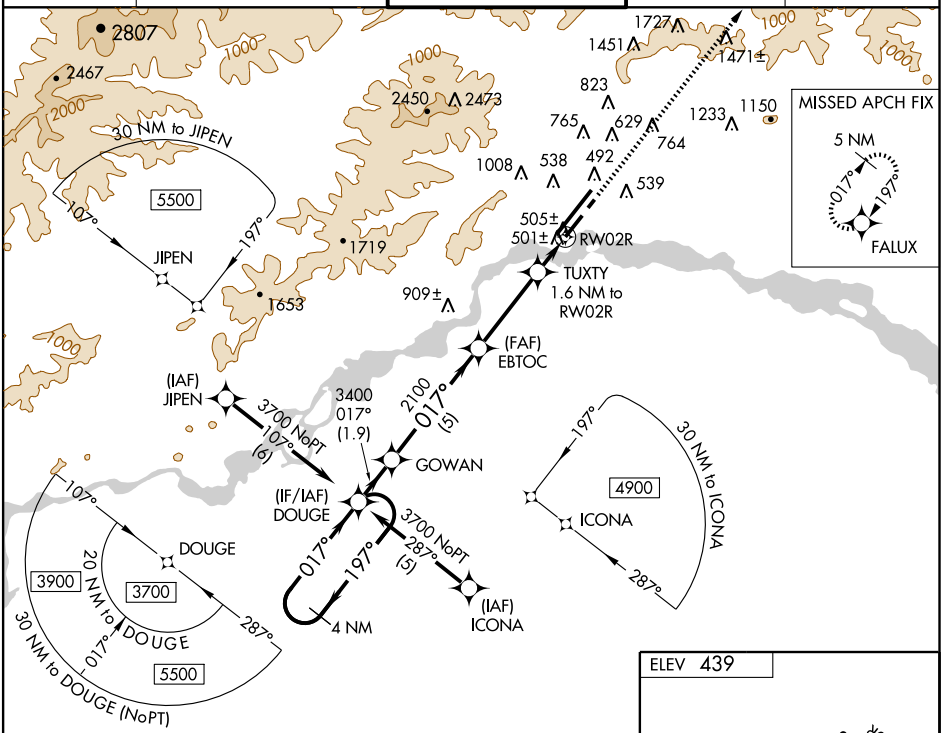
RNAV (GPS) RWY 2R

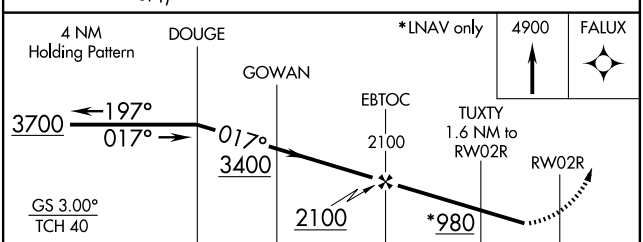
FAIRBANKS INTL (FAI) (PAFA)

Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

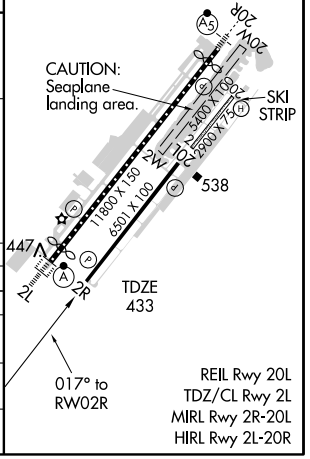
MISSED APPROACH: Climb to 4900 direct FALUX and hold, continue climb-in hold to 4900.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6





CATEGORY	A	B	C	D
LPV DA	743-1 310 (400-1)			
LNAV/VNAV DA	937-1¾ 504 (500-1¾)			
LNAV MDA	860-1 427 (500-1)		860-1¼ 427 (500-1¼)	860-1½ 427 (500-1½)
CIRCLING	860-1 421 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 93812	197°	TDZE	434
W20A		Apt Elev	439

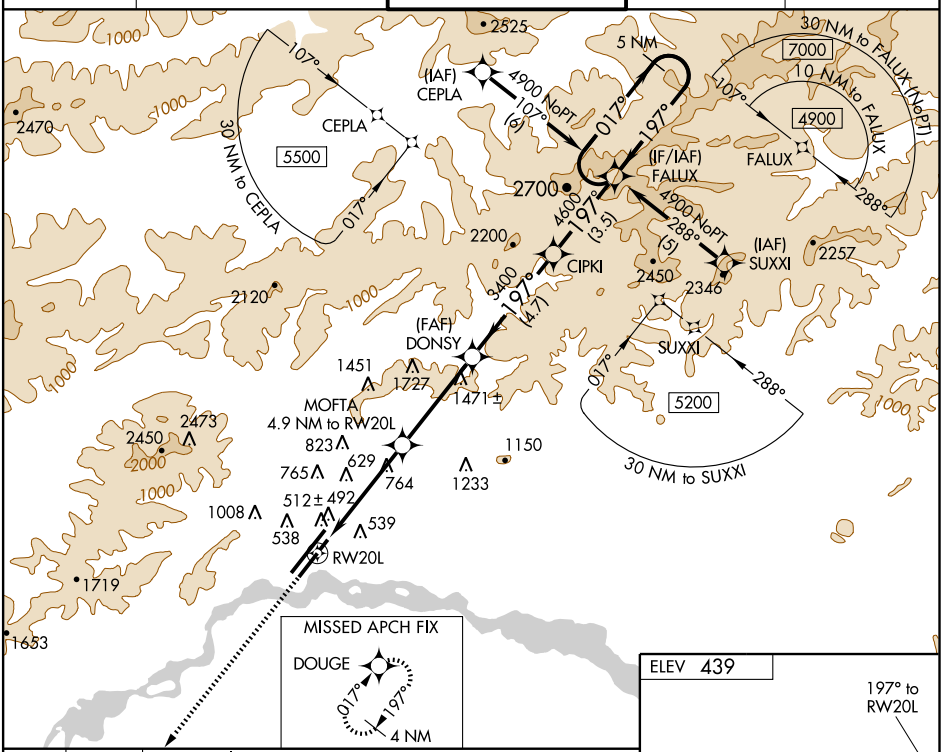
RNAV (GPS) RWY 20L

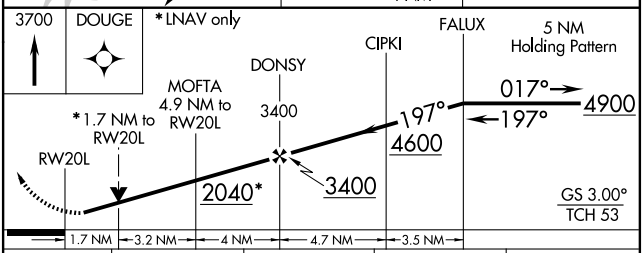
FAIRBANKS INTL (FAI) (PAFA)

Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

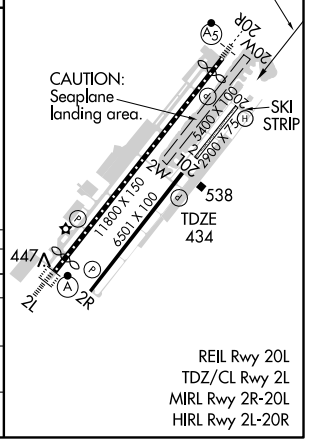
MISSED APPROACH: Climb to 3700 direct DOUGE and hold, continue climb-in-hold to 3700.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6





CATEGORY	A	B	C	D
LPV DA	684-¾ 250 (300-¾)			
LNAV/VNAV DA	813-1¼ 379 (400-1¼)			
LNAV MDA	1020-1 586 (600-1)		1020-1½ 586 (600-1½)	1020-1¾ 586 (600-1¾)
CIRCLING	1020-1 581 (600-1)		1020-1½ 581 (600-1½)	1020-2 581 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 11050
CH 99315	197°	TDZE 439
W20B		Apt Elev 439

RNAV (GPS) RWY 20R

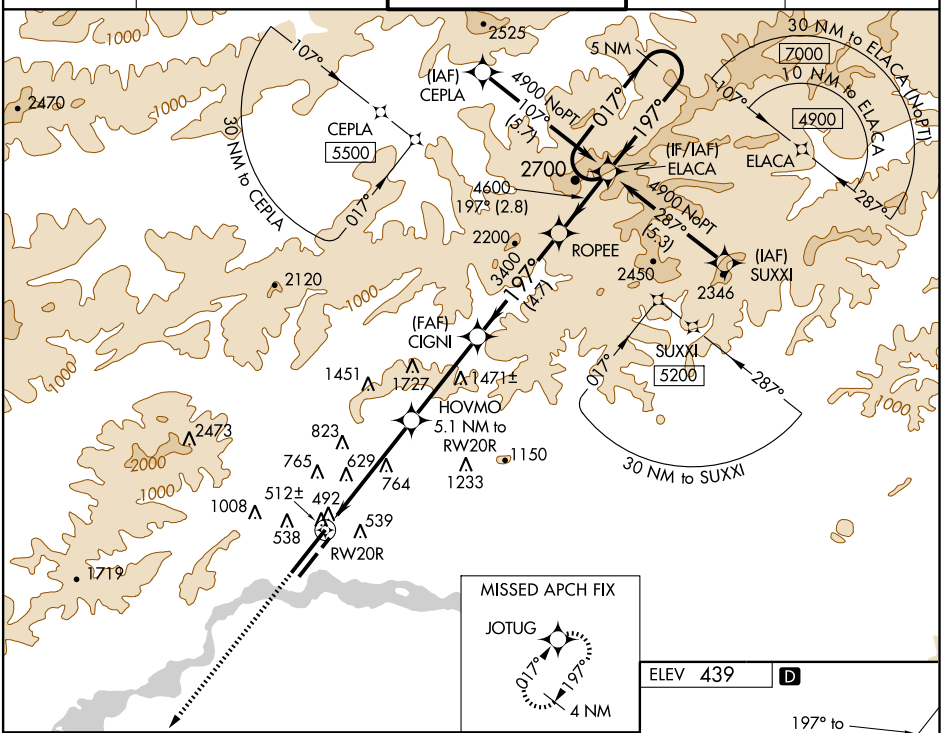
FAIRBANKS INTL (FAI) (PAFA)

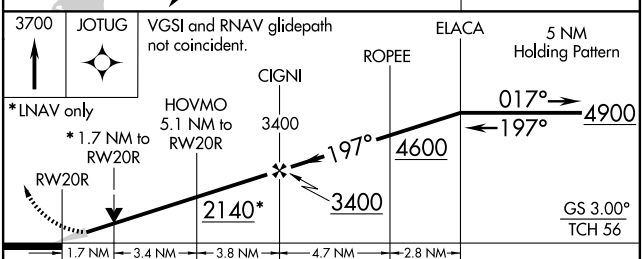
Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

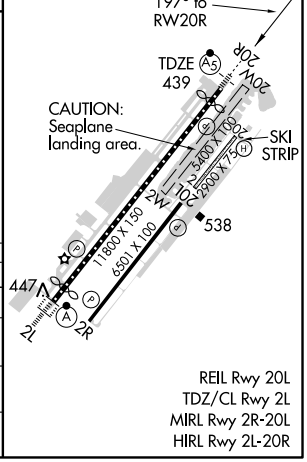
MISSED APPROACH: Climb to 3700 direct JOTUG and hold.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6





CATEGORY	A	B	C	D
LPV DA	639/24 200 (200-½)			
LNAV/VNAV DA	1148-2 709 (800-2)			
LNAV MDA	1020/24 581 (600-½)		1020/50 581 (600-1)	1020/60 581 (600-1¼)
CIRCLING	1020-1 581 (600-1)		1020-1½ 581 (600-1½)	1020-2 581 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VORTAC FAI	APP CRS	Rwy Idg	11050
108.6	227°	TDZE	439
Chan 23		Apt Elev	439

VOR or TACAN RWY 20R

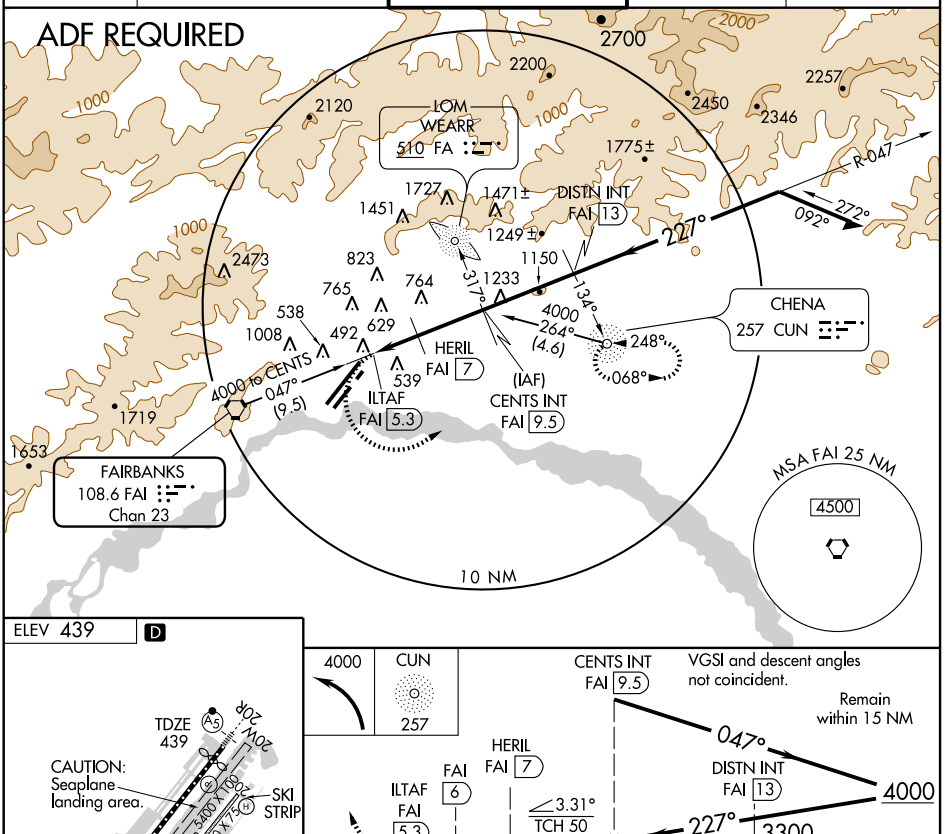
FAIRBANKS INTL (FAI) (PAFA)

Circling NA west of Rwy 2L-20R.
Inoperative table does not apply to S-20R Cats B, C, D, and E. For inoperative MALSR, increase S-20R Cat A visibility to RVR 5000. Inoperative table does not apply to HERIL fix minimums S-20R Cats C, D, and E; for inoperative MALSR, increase S-20R Cat A, and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climbing left turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

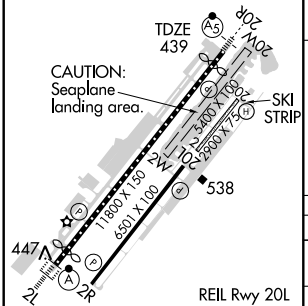
ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

ELEV 439 D



REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D	E
S-20R	1300/40 861 (900-¾)	1300/60 861 (900-1¼)	1300-2½ 861 (900-2½)	1300-2¾ 861 (900-2¾)	1300-3 861 (900-3)
CIRCLING	1300-1 861 (900-1)	1300-1¼ 861 (900-1¼)	1300-2½ 861 (900-2½)	1300-2¾ 861 (900-2¾)	1300-3 861 (900-3)
HERIL FIX MINIMUMS					
S-20R	940/40 501 (600-¾)		940-1½ 501 (600-1½)		940-1¾ 501 (600-1¾)
CIRCLING	940-1 501 (600-1)		940-1½ 501 (600-1½)	1000-2 561 (600-2)	1080-2¼ 641 (700-2¼)

HI-VOR/DME or TACAN RWY 25

VORTAC FAI	APCH CRS	Rwy ldg	8575
108.6	237°	TDZE	454
Chan 23		Arpt Elev	454

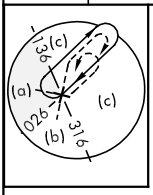
JAL-1219 [USA] LADD AAF (PAFB)

* When ALS inop, increase visibilities ½ mile.
** Circling Not Authorized North of Rwy 7-25.

ALSF-1

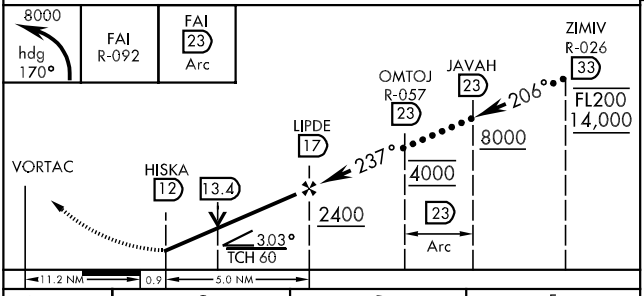
MISSED APPROACH: Climbing left turn to 8000 via heading 170° and FAI R-092 to FAXOV/23 DME then Arc Northbound to JAVAH/23 DME and hold.

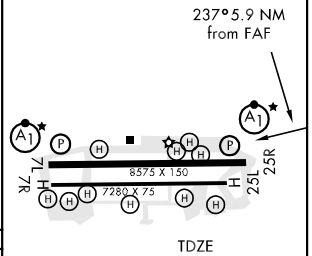
ATIS ★	FAIRBANKS APP CON	LADD TOWER ★	GND CON	BASE OPS	ASR/PAR	ASOS
134.20	126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°)	125.0 (CTAF) L 241.0	121.7 261.3	118.9		119.025



EMERG SAFE ALT 100 NM FROM VORTAC 15,100

ELEV 454





CATEGORY	C	D	E
S-25 *	1240-1¾ 786 (800-1¾)	1240-2 786 (800-2)	1240-2¼ 786 (800-2¼)
CIRCLING **	1240-2¼ 786 (800-2¼)	1240-2½ 786 (800-2½)	1240-2¾ 786 (800-2¾)

HIRL Rwy 7L-25R L
MIRL Rwy 7R-25L
★ ALS non-standard

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB CUN	APCH CRS	Rwy Idg	8575
257	248°	TDZE	454
		Arpt Elev	454

AL-1219 [USA]

LADD AAF (PAFB)

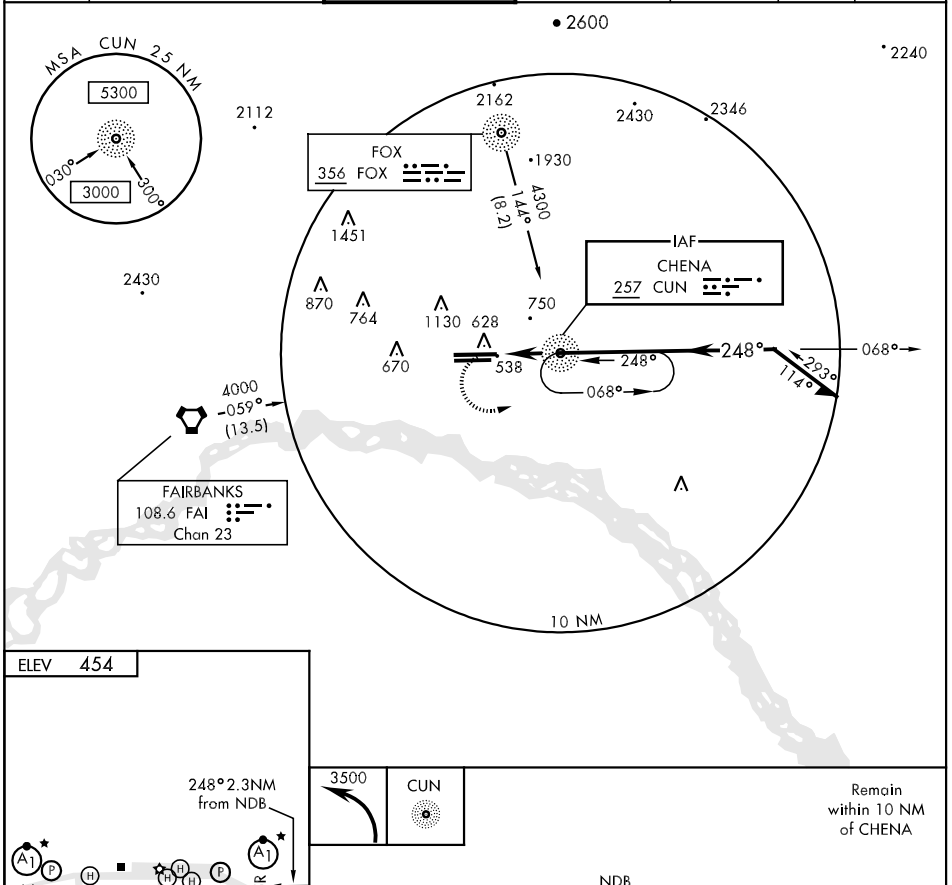
* Circling not authorized N of Rwy 7-25.

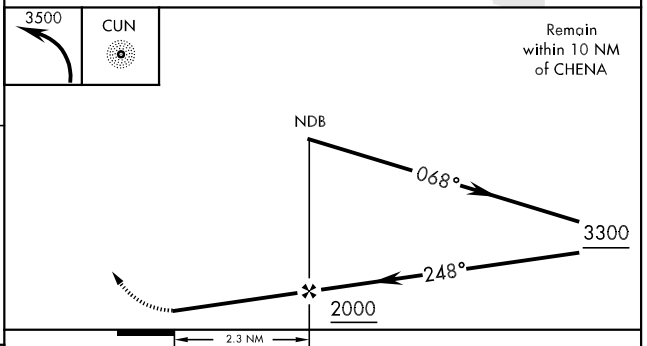
NA

ALSF-1

MISSED APPROACH: Climbing left turn to 3500 direct to CUN NDB and hold, continue climb in hold to 3500.

ATIS ★	FAIRBANKS APP CON	LADD TOWER ★	GND CON	BASE OPS	ASR/PAR	ASOS
134.25	126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°)	125.0 (CTAF) 241.0	121.7 261.3	118.9		119.025





FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	1220-1 766 (800-1)	1220-1¼ 766 (800-1¼)	1220-2¼ 766 (800-2¼)	1220-2½ 766 (800-2½)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	8575
248°	TDZE	454
	Arpt Elev	454

AL-1219 [USA]

LADD AAF (PAFB)

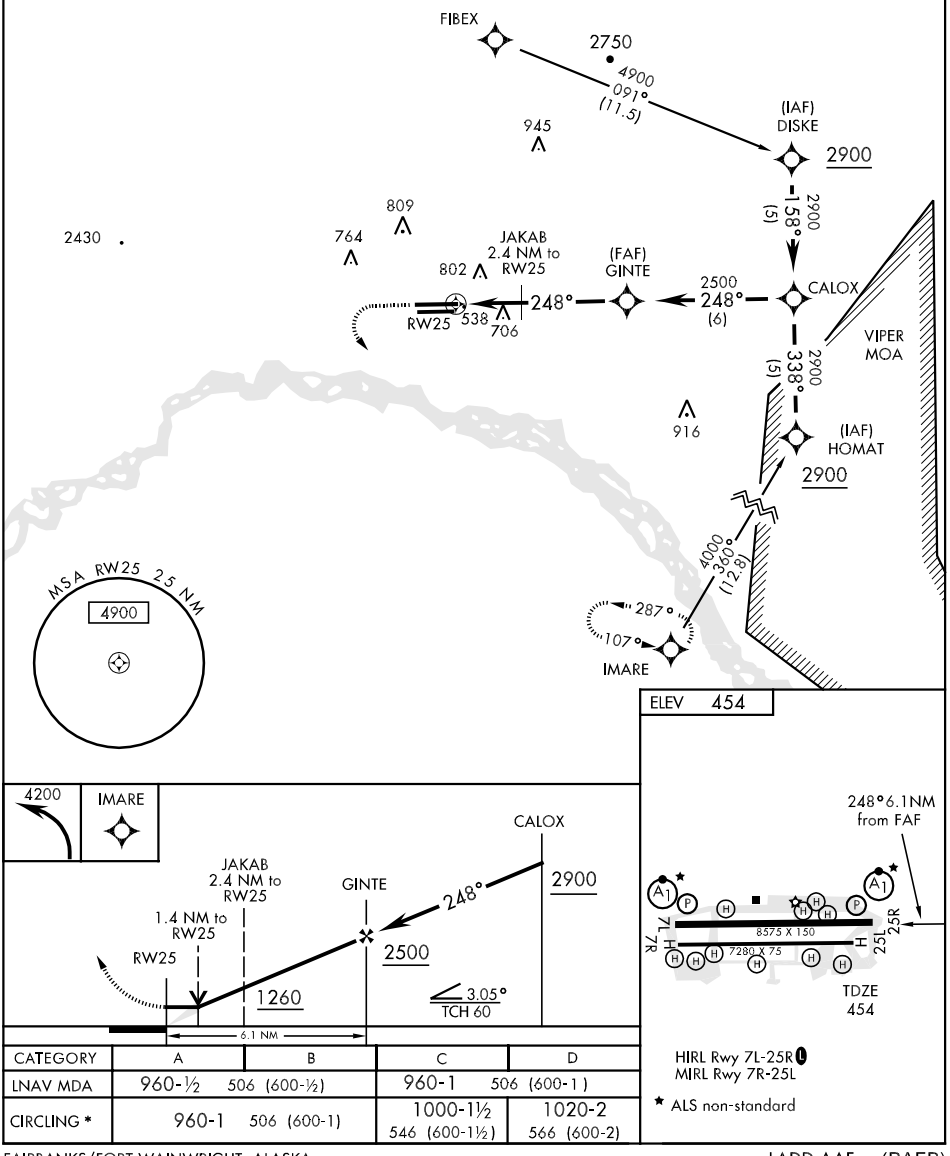
*Circling not authorized N of Rwy 7-25.

DME/DME RNP-0.3 not authorized.

ALSF-1

MISSED APPROACH: Climbing left turn to 4200 direct IMARE and hold.

ATIS ★	FAIRBANKS APP CON	LADD TOWER ★	GND CON	BASE OPS	ASR/PAR	ASOS
134.25	126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°)	125.0 (CTAF) L 241.0	121.7 261.3	118.9		119.025



CATEGORY	A	B	C	D
LNAV MDA	960-½ 506 (600-½)		960-1 506 (600-1)	
CIRCLING *	960-1 506 (600-1)		1000-1½ 546 (600-1½)	1020-2 566 (600-2)

HIRL Rwy 7L-25R L
MIRL Rwy 7R-25L

★ ALS non-standard

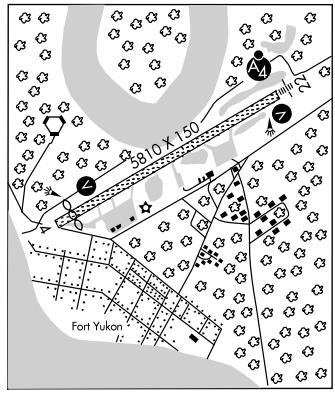
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

FORT RICHARDSON (See BRYANT AAF)

FORT WAINWRIGHT (See LADD AAF)

§ **FORT YUKON** (FYU) (PFYU) 0 N N66°34.29′ W145°15.03′ (LRA) UTC−9(−8DT) **FAIRBANKS**
P 433 BL4, 5, 9 ① 58(GVL) 04–22 ② **H–1B, L–4J**
IAP

AIRPORT REMARKS —Unattended. Large concentrations of birds in vicinity of landfill located ¼ mile northwest of rwy. Rwy condition not monitored, recommend visual inspection prior to landing. To assist in dust control arpt management requests departures Rwy 04 commence at displaced threshold. Rwy 04 road, pole and tree 55′ from threshold. Snow removal ops dur winter, monitor CTAF. Float plane operators are advised not to cross Rwy 04–22. Keep all tfc patterns for hospital lake NW of arpt. Line of sight may be nonexistent between waterlane and thlds on Rwy 04–22 depending on position on waterlane. ACTIVATE MIRL Rwy 04–22, VASI Rwys 04 and 22 and MALSF Rwy 22—CTAF. ①Rwy 04, TCH 26′. GS 3.0°. Rwy 22, TCH 27′. GS 3.0°. ②Rwy 04 threshold displaced 810′ (lighted).



WEATHER DATA SOURCES —(AWOS–3 125.8 907–662–2337) (TWEB FTO 242) (WX CAM).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS FAIRBANKS FAI–NOTAM FYU)
RCO —122.1 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —225.4 135.0
SUAIS —125.3 (1–800–758–8723).

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION
(H)VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ At Fld. 425/25E.
YUKON RIVER NDB(HW–SAB) 242 FTO N66°34.80′ W145°12.77′ 215° 1.0 NM to Fld./25E. **TWEB.**
VHF/DF—Contact FAIRBANKS FSS.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx observer available for local arpt wx on CTAF (Call sign: Fort Yukon Weather) Phone 907–662–2948 from 1600–0400Z‡.

FOX N64°58.14′ W147°34.80′ **FAIRBANKS**
NDB(MHW) 356 FOX 197° 11.7 NM to Fairbanks Intl./21E. **L–3A, 3D, 4J**

FREDERICKS POINT N56°47.54′ W132°49.26′ **JUNEAU**
NDB(MHW) 372 FPN 250° 4.1 NM to James A. Johnson Petersburg./28E. **L–1C**
NDB unusable:
100°–230° beyond 20 NM

§ **FRIDAY HARBOR** WA (FHR) (KFHR) 0 SW N48°31.32′ W123°01.46′ (LRA) UTC−8(−7DT) **SEATTLE**
113 BL4, 10 ②, 12 ① H34(ASP) 16–34 S12.5 **L–1E**
SERVICE —S4 **FUEL** —(NC–100LL) **IAP**

AIRPORT REMARKS —Attended 1600–0100Z‡. Noise abatement procedures in effect ctc arpt manager 360–378–4724. Rwy 34 slope 0.8% up N. Rwy 16 rgt traffic. Rwy 34 rgt traffic. Preferred Rwy 16 in calm wind conditions. Rwy 16 PAPI baffled W of centerline, lateral coverage has been narrowed to avoid obstacles during descent, maintain highest possible altitude and close alignment to rwy centerline. Due to high concentration of traffic invof arpt recommend landing lgts or forward visibility lgts turned on while utilizing arpt. Fuel system self-service with credit card. Ltd tran parking avbl dur summer. Acft in excess of 12,500 lbs charged fee based on weight, ctc arpt mgr for info. Soft ground between tiedowns west parking area. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 34 and rotating bcn—CTAF. Ldg fee charged for airlines and charters. ①Rwy 16, TCH 38′. GS 4.0°. Rwy 34, TCH 40′. GS 3.5° ②Rwy 34.

WEATHER DATA SOURCES—(ASOS 135.675 (360) 378–8491). (HIWAS HUH 113.0)

COMMUNICATIONS—(CTAF 128.25) (TIE–IN FSS SEATTLE SEA–NOTAM FHR)
Ⓡ **WHIDBEY APP/DEP CON** —118.2

RADIO AIDS TO NAVIGATION
WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48°56.72′ W122°34.75′ 195° 31.0 NM to Fld.83/20E. **HIWAS.**
NDB (MHW) 284 FHR N48°30.73′ W123°01.43′ At Fld. 40/20E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

FROZEN CALF N66°47.48′ W143°00.33′ **DAWSON**
RCO —121.1 (FAIRBANKS FSS) **L–4J**

APP CRS	Rwy Idg	5000
035°	TDZE	433
	Apt Elev	433

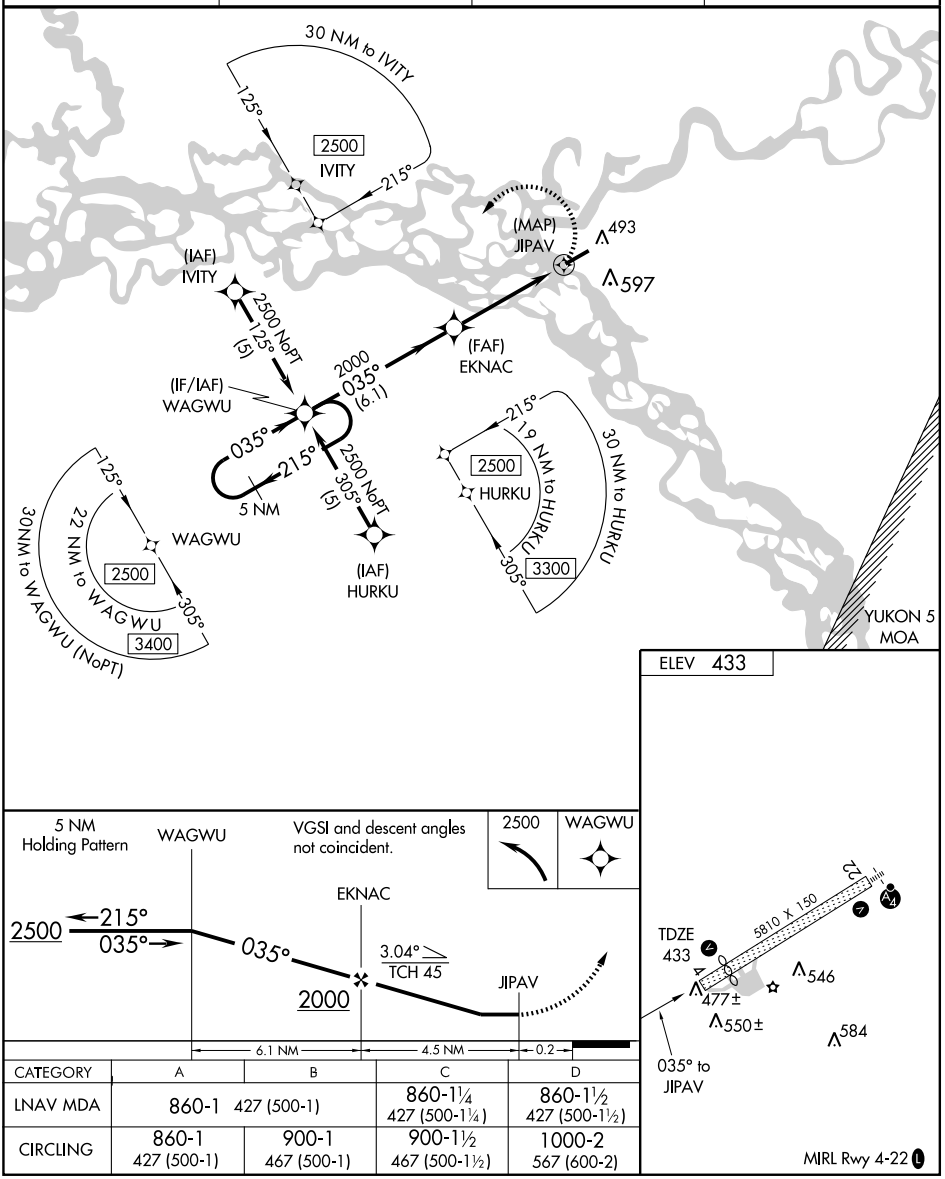
RNAV (GPS) RWY 4
FORT YUKON (FYU) (PFYU)

Circling NA south of Rwy 4-22. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct WAGWU and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
125.8	135.0 225.4	122.1	122.5 L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	860-1 427 (500-1)		860-1¼ 427 (500-1¼)	860-1½ 427 (500-1½)
CIRCLING	860-1 427 (500-1)	900-1 467 (500-1)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

RNAV (GPS) RWY 22

FORT YUKON (FYU) (PFYU)

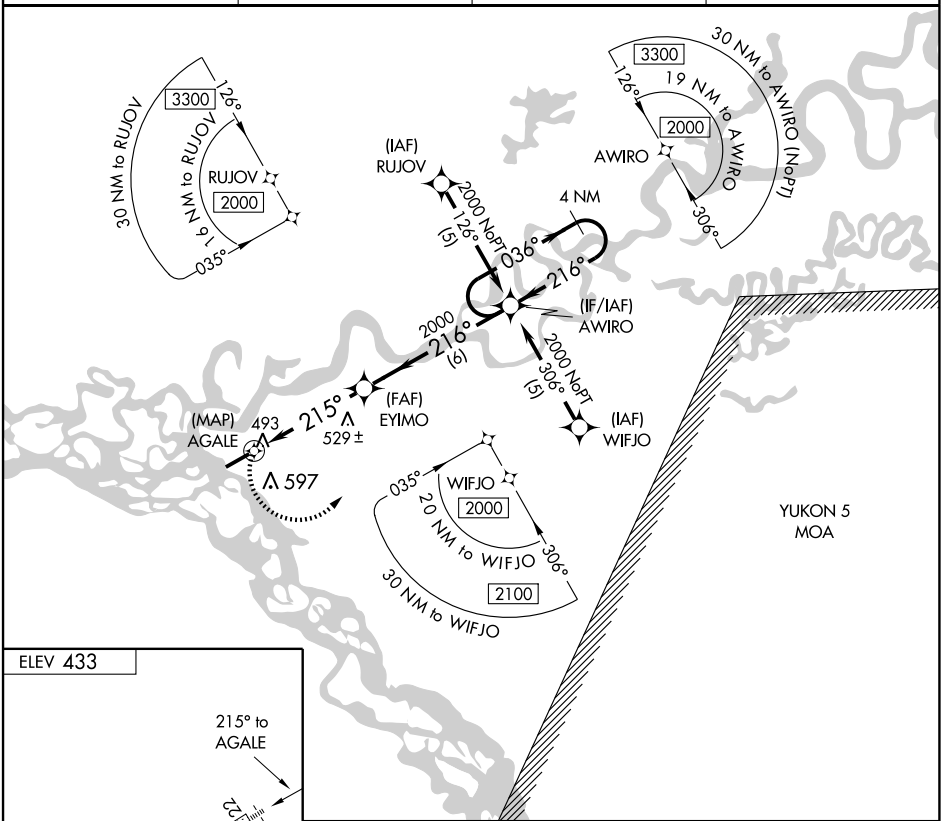
APP CRS	Rwy Idg	5810
215°	TDZE	433
	Apt Elev	433

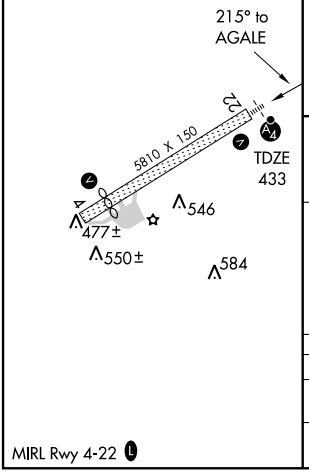
Inoperative table does not apply. Circling NA south of Rwy 4-22. Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA.

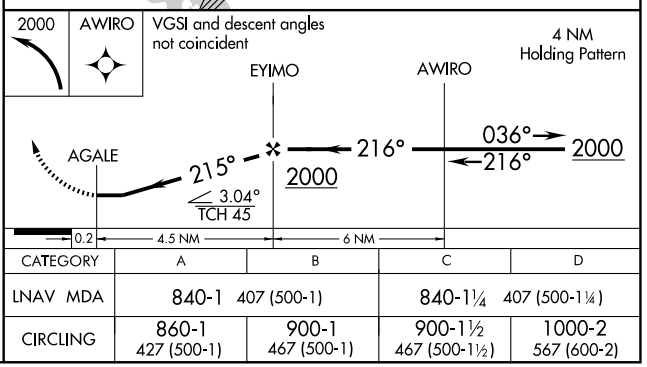
MALSF

MISSED APPROACH: Climbing left turn to 2000 direct AWIRO and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
125.8	135.0 225.4	122.1	122.5 L







CATEGORY	A	B	C	D
LNAV MDA	840-1 407 (500-1)		840-1¼ 407 (500-1¼)	
CIRCLING	860-1 427 (500-1)	900-1 467 (500-1)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

MIRL Rwy 4-22 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VORTAC FYU 114.4 Chan 91	APP CRS 009°	Rwy Idg N/A TDZE N/A Apt Elev 433

VOR/DME or TACAN-A

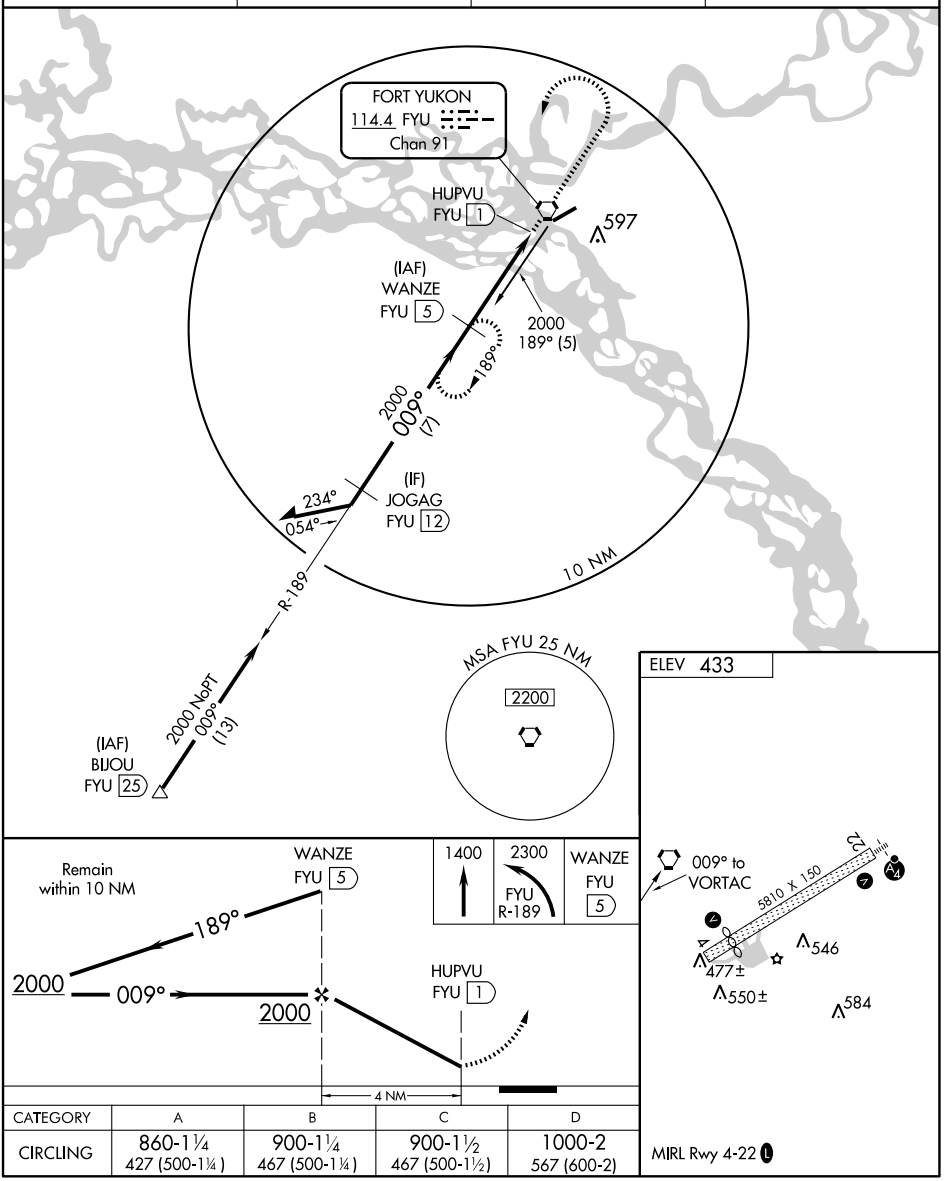
FORT YUKON (FYU) (PFYU)

Circling NA south of Rwy 4-22.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2300 via FYU VORTAC R-189 to WANZE/5 DME and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
125.8	135.0 225.4	122.1	122.5 L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	860-1¼ 427 (500-1¼)	900-1¼ 467 (500-1¼)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

VORTAC FYU	APP CRS	Rwy Idg	5810
114.4	231°	TDZE	433
Chan 91		Apt Elev	433

VOR/DME or TACAN RWY 22

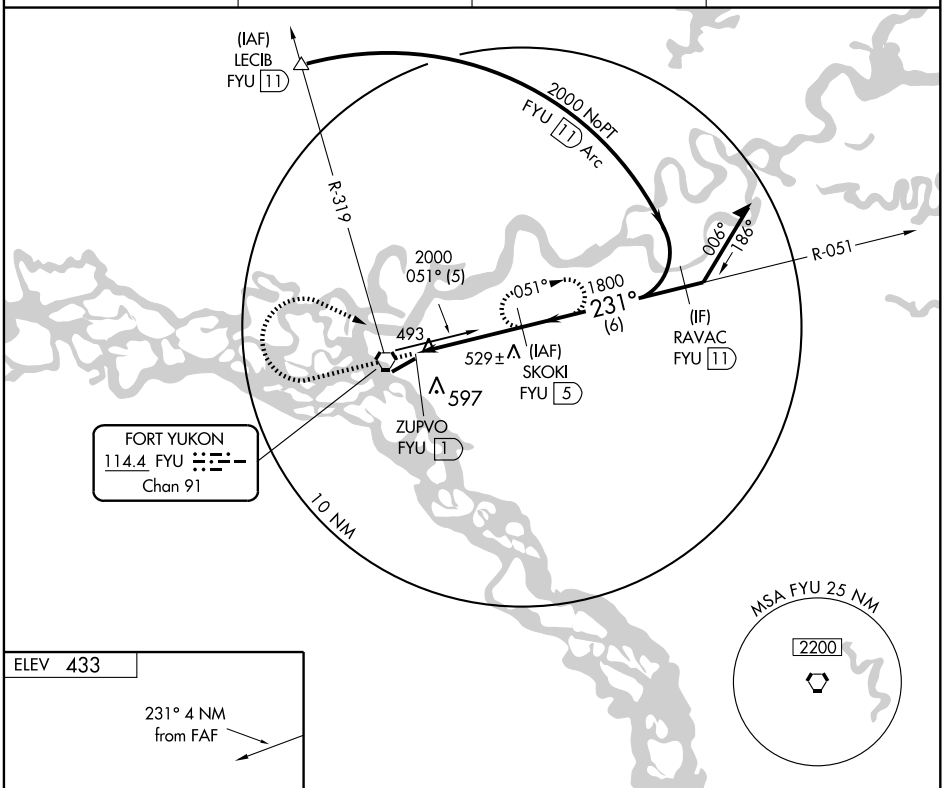
FORT YUKON (FYU) (PFYU)

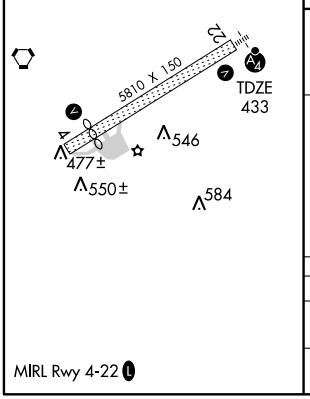
Inoperative table does not apply. Circling NA south of Rwy 4-22. Visibility reduction by helicopters NA.

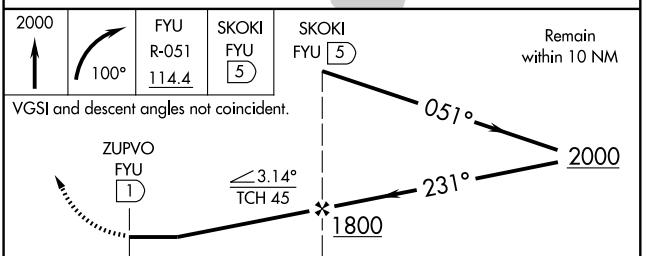
MALSF

MISSED APPROACH: Climb to 2000 then right turn via heading 100° and FYU VORTAC R-051 to SKOKI/5 DME and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
125.8	135.0 225.4	122.1	122.5 L







CATEGORY	A	B	C	D
S-22	800-1 367 (400-1)			800-1¼ 367 (400-1¼)
CIRCLING	860-1 427 (500-1)	900-1 467 (500-1)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

MIRL Rwy 4-22 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

AL-1229 (FAA)

GALENA, ALASKA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

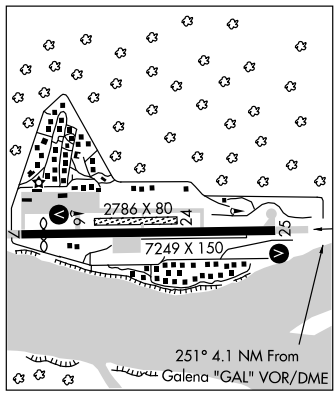
GALENA, ALASKA

GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

10210

GALENA

§ **EDWARD G. PITKA SR** (GAL) (PAGA) 0 NW N64°44.17′ W156°56.24′ UTC−9(−8DT) **FAIRBANKS**
P 153 BL6, 9, ③ 10 ① H72(ASP–CON) 07–25② S–110, D–144, 2D–240 06–24 **H–1A, 2J, L–3C, 4I**
FUEL —(NC–100LL, A, J) **IAP, DIAP, AD**



AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡. Be Alert: Seaplane ops in summer and skiplane ops in winter from Alexander Lake not depicted on charts and located approximately one mile NE of Galena/Pitka Rwy 07–25. App/Dep from Alexander Lake crosses extended centerline of Rwy 07–25 one mile NE of Galena Pitken arpt. Numerous obstructions in vicinity of Rwy 07–25 not identified on terminal approach plates. Ultralights on and invof arpt. Dike both ends of Rwy 07–25. CAUTION: Possible wind shear blw 2000′ AGL on final apch Rwy 07–25. CAUTION: Snow removal ops on Rwy 07–25, monitor CTAF. Uncontrolled vehicles may cross dike on final approach to Rwy 07. CAUTION: During approaches to Rwy 07, there may be a visual illusion caused by rising terrain leading to the airport and the dike. This visual illusion may make the pilot feel higher than the aircraft actually is. This optical illusion may be worse at night, due to no lead–in approach lighting to Rwy 07. Using REIL may help identify the Rwy 07 displaced threshold. CAUTION: During winter approaches to Rwy 25, proper height perception may be difficult, due to a lack of contrast caused by snow and the frozen Yukon River. Rwy 25 VASI RPI is 814′ from threshold. First useable 975′ of Rwy 25 is concrete and may differ in appearance and braking action from remaining portion of rwy. 24 hr credit card system for purchase 100LL & Jet A. Pay phone available. Arpt maint duty hrs Mon–Fri 1700–0100Z‡ except hol. Arpt hazardous reporting only performed during duty hrs unless prior arrangement in writing with arpt management, P.O. Box 09, Galena AK 99741. Rwy 25 has frost heaves first 2000′. ACTIVATE HIRL Rwy 07–25, VASI Rwy 07 and Rwy 25, REIL Rwy 07—CTAF. ①Rwy 07. ②Rwy 07 thld dsplcd 601′. ③Rwy 07, TCH 42′. GA 3.0°. Rwy 25, TCH 36′. GA 2.5°.

WEATHER DATA SOURCES –(AWOS–3 132.525 907–656–2483) (WX CAM).

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS FAIRBANKS FAI–NOTAM PAGA)

RCO —122.2 **(V)** (FAIRBANKS FSS)

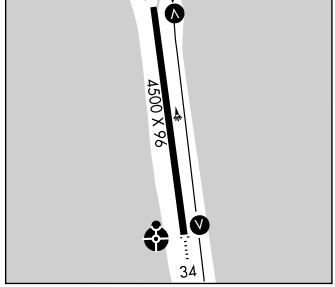
Ⓡ **ANCHORAGE CENTER APP/DEP CON** —290.2 127.0(E)

RADIO AIDS TO NAVIGATION

GALENA (H)VORW/DME 114.8 GAL Chan 95 N64°44.29′ W156°46.63′ 251° 4.1 NM to Fld.150/17E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **GAMBELL** (GAM) (PAGM) 0 S N63°46.01′ W171°43.97′ (LRA) UTC−9(−8DT) **BETHEL**
P 27 BL4, 5, 9 ① H45(ASP) 16–34 S22 **H–1A, L–4G**
IAP



AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. 98′ twr (lighted) 3400′ from approach end Rwy 16. Rwy 16 rgt tfc. Unsealed cracks 1″–2″ wide spanning width of rwy every 50′–200′. Safety areas Rwy 16–34 soft, loose gravel. ACTIVATE MIRL Rwy 16—34 CTAF. For ODALS Rwy 34 key 122.7—3 times low, 4 times medium, 5 times high, for VASI Rwys 16 and 34 key 122.7—3 times. ①Rwy 16 TCH 39′. GS 3.0°. Rwy 34 TCH 39′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 125.9 907–985–5733). (TWEB GAM 369)

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM GAM OT CTC FAIRBANKS FAI)

RCO —122.0 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON —281.4 132.2

RADIO AIDS TO NAVIGATION

NDB(MHW–SAB/DME) 369 GAM Chan 92
N63°46.92′ W171°44.20′ At Fld.38/12E. **TWEB.**
DME unusable:
080°–095° beyond 7 NM blw 17,000′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. DME chan 92 paired with VHF freq 114.5.

GANNON'S LANDING (See WASILLA)

WAAS	APP CRS	Rwy Idg	6648
CH 86907	072°	TDZE	150
W07A		Apt Elev	153

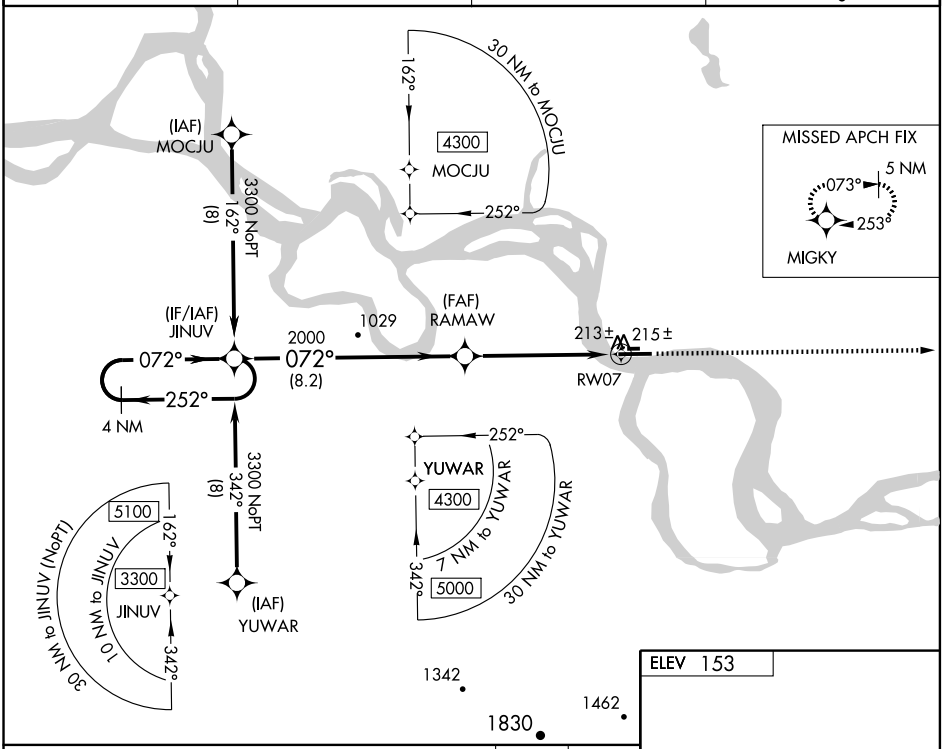
RNAV (GPS) RWY 7

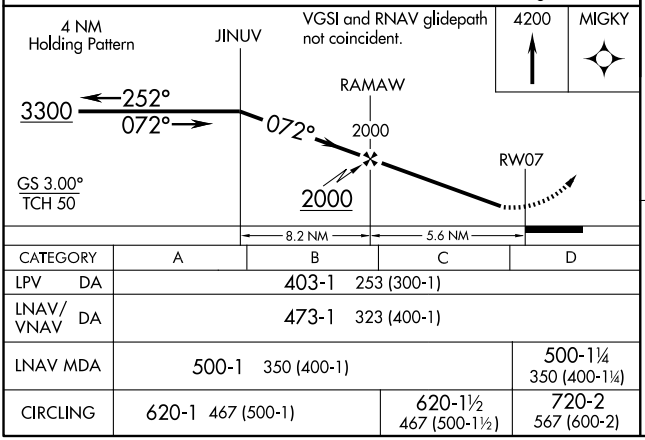
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

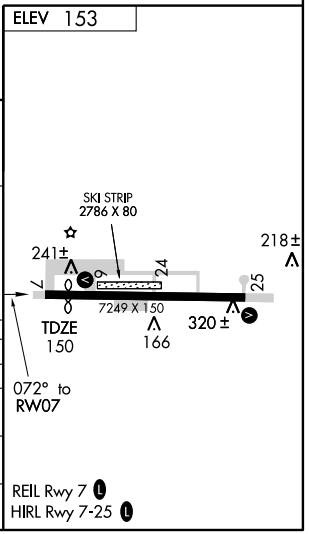
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting: increase LPV DA to 563 feet and visibility all Cats ½ mile; increase LNAV/VNAV DA to 633 feet and visibility all Cats ¾ mile; increase MDA 160 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 4200 direct MIGKY and hold, continue climb-in-hold to 4200.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0 L







CATEGORY	A	B	C	D
LPV DA	403-1 253 (300-1)			
LNAV/VNAV DA	473-1 323 (400-1)			
LNAV MDA	500-1 350 (400-1)			500-1¼ 350 (400-1¼)
CIRCLING	620-1 467 (500-1)		620-1½ 467 (500-1½)	720-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 7249
CH 77707	253°	TDZE 153
W25A		Apt Elev 153

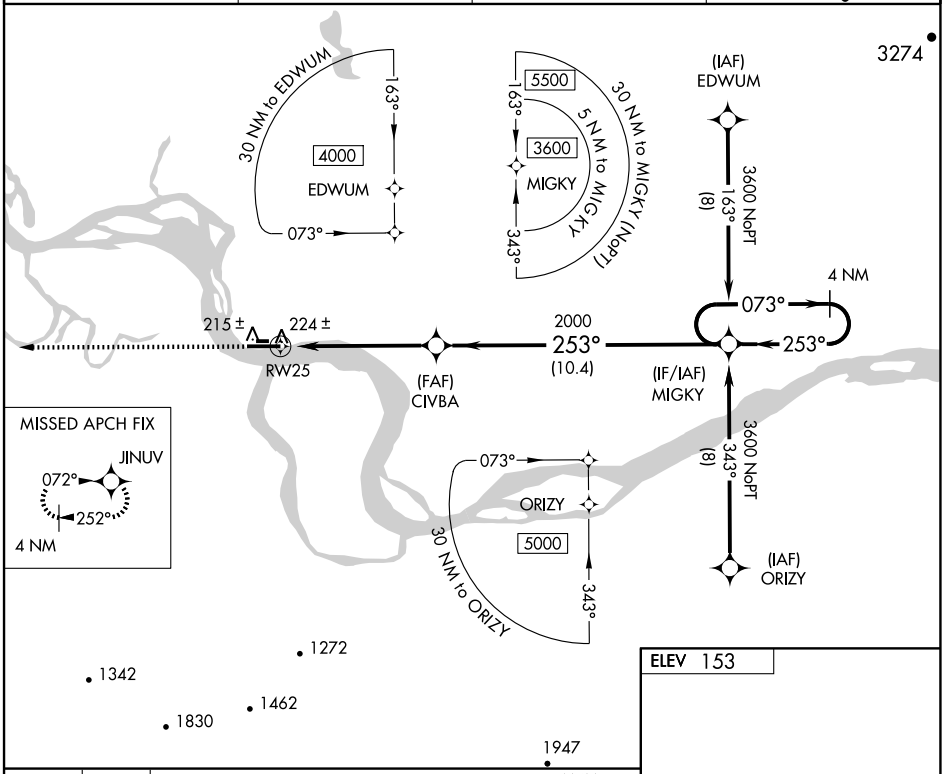
RNAV (GPS) RWY 25

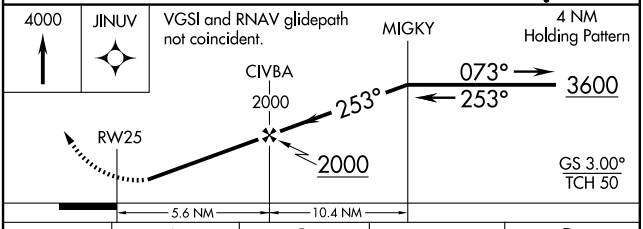
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

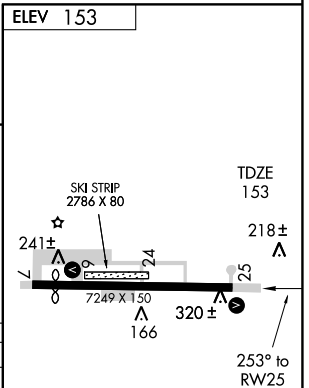
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting and increase LPV DA to 582 feet and visibility all Cats ½ mile; increase LNAV/VNAV DA to 660 feet and visibility all Cats ½ mile; increase LNAV and Circling MDA 160 feet and Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct JINUV and hold, continue climb-in-hold to 4000.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0 L







CATEGORY	A	B	C	D
LPV DA	424-1	271 (300-1)		
LNAV/VNAV DA	502-1¼	349 (400-1¼)		
LNAV MDA	580-1 427 (500-1)		580-1¼ 427 (500-1¼)	580-1½ 427 (500-1½)
CIRCLING	620-1 467 (500-1)		620-1½ 467 (500-1½)	720-2 567 (600-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

VORTAC GAL 114.8 Chan 95	APP CRS 071°	Rwy Idg 6648 TDZE 150 Apt Elev 153

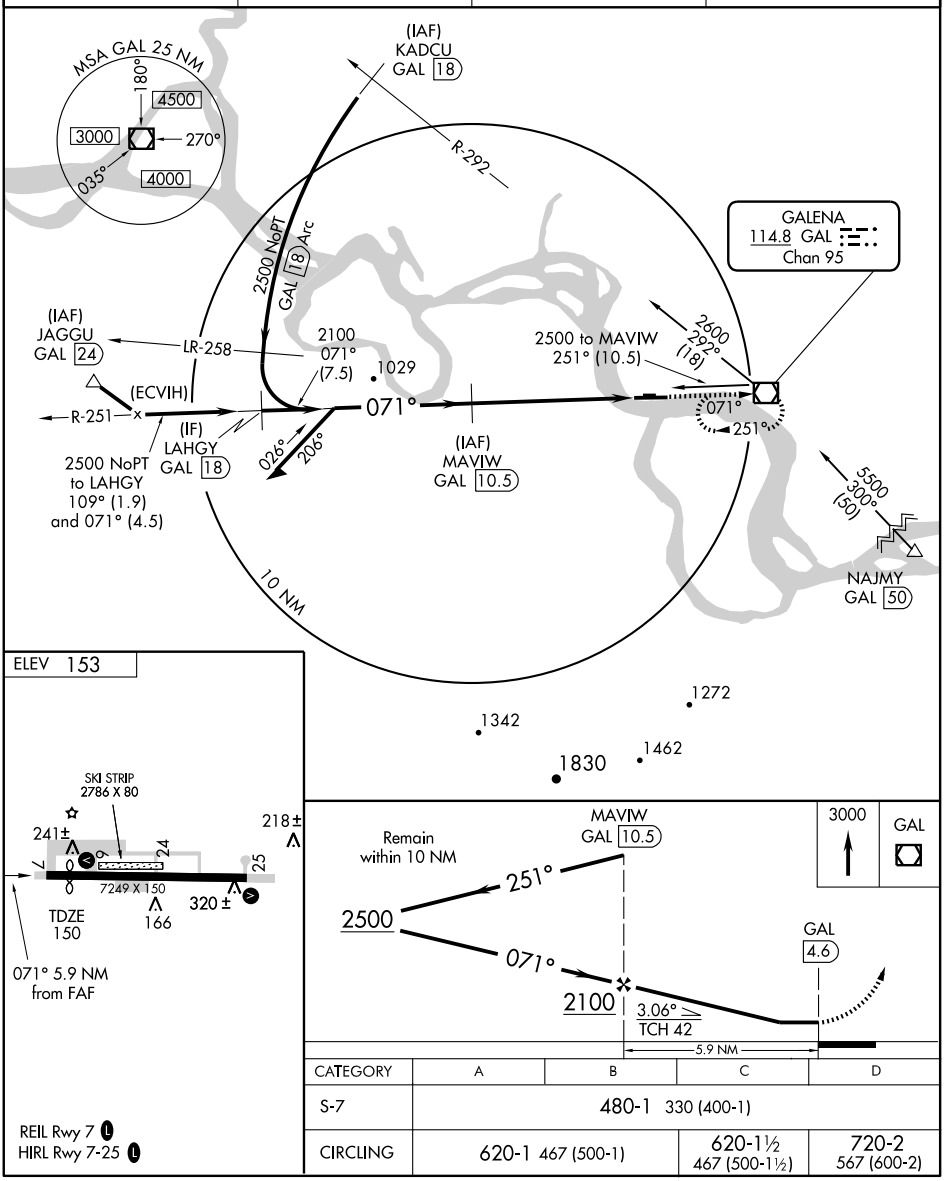
VOR/DME RWY 7

GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Ruby altimeter setting: increase MDA 160 feet and visibility Cat C and D ½ mile.

MISSED APPROACH: Climb to 3000 direct GAL VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0 L



CATEGORY	A	B	C	D
S-7	480-1 330 (400-1)			
CIRCLING	620-1 467 (500-1)		620-1½ 467 (500-1½)	720-2 567 (600-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

VORTAC GAL 114.8 Chan 95	APP CRS 251°	Rwy Idg 7249 TDZE 153 Apt Elev 153

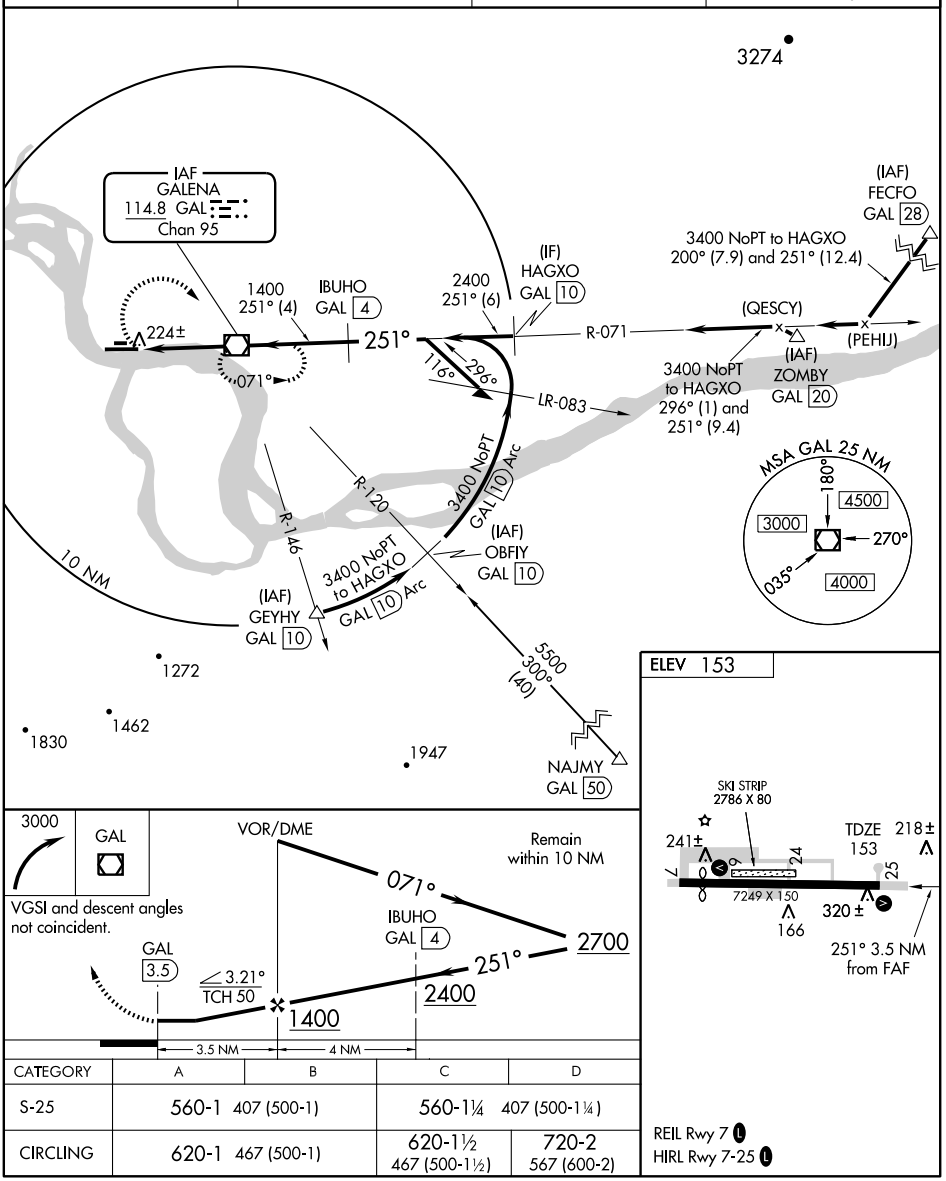
VOR/DME RWY 25

GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ruby altimeter setting and increase all MDA 160 feet and visibility Cat C and Cat D ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct GAL VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0 L



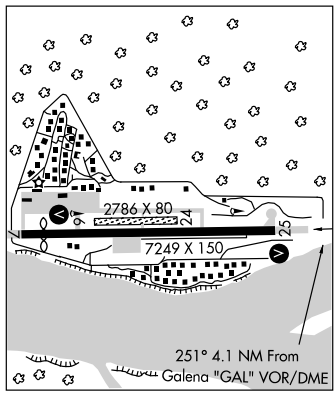
CATEGORY	A	B	C	D
S-25	560-1 407 (500-1)		560-1¼ 407 (500-1¼)	
CIRCLING	620-1 467 (500-1)		620-1½ 467 (500-1½)	720-2 567 (600-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

GALENA

§ **EDWARD G. PITKA SR** (GAL) (PAGA) 0 NW N64°44.17′ W156°56.24′ UTC−9(−8DT) **FAIRBANKS**
P 153 BL6, 9, ③ 10 ① H72(ASP–CON) 07–25② S–110, D–144, 2D–240 06–24 **H–1A, 2J, L–3C, 4I**
FUEL —(NC–100LL, A, J) **IAP, DIAP, AD**



AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡. Be Alert: Seaplane ops in summer and skiplane ops in winter from Alexander Lake not depicted on charts and located approximately one mile NE of Galena/Pitka Rwy 07–25. App/Dep from Alexander Lake crosses extended centerline of Rwy 07–25 one mile NE of Galena Pitken arpt. Numerous obstructions in vicinity of Rwy 07–25 not identified on terminal approach plates. Ultralights on and invof arpt. Dike both ends of Rwy 07–25. CAUTION: Possible wind shear blw 2000′ AGL on final apch Rwy 07–25. CAUTION: Snow removal ops on Rwy 07–25, monitor CTAF. Uncontrolled vehicles may cross dike on final approach to Rwy 07. CAUTION: During approaches to Rwy 07, there may be a visual illusion caused by rising terrain leading to the airport and the dike. This visual illusion may make the pilot feel higher than the aircraft actually is. This optical illusion may be worse at night, due to no lead–in approach lighting to Rwy 07. Using REIL may help identify the Rwy 07 displaced threshold. CAUTION: During winter approaches to Rwy 25, proper height perception may be difficult, due to a lack of contrast caused by snow and the frozen Yukon River. Rwy 25 VASI RPI is 814′ from threshold. First useable 975′ of Rwy 25 is concrete and may differ in appearance and braking action from remaining portion of rwy. 24 hr credit card system for purchase 100LL & Jet A. Pay phone available. Arpt maint duty hrs Mon–Fri 1700–0100Z‡ except hol. Arpt hazardous reporting only performed during duty hrs unless prior arrangement in writing with arpt management, P.O. Box 09, Galena AK 99741. Rwy 25 has frost heaves first 2000′. ACTIVATE HIRL Rwy 07–25, VASI Rwy 07 and Rwy 25, REIL Rwy 07—CTAF. ①Rwy 07. ②Rwy 07 thld dsplcd 601′. ③Rwy 07, TCH 42′. GA 3.0°. Rwy 25, TCH 36′. GA 2.5°.

WEATHER DATA SOURCES –(AWOS–3 132.525 907–656–2483) (WX CAM).

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS FAIRBANKS FAI–NOTAM PAGA)

RCO —122.2 **(V)** (FAIRBANKS FSS)

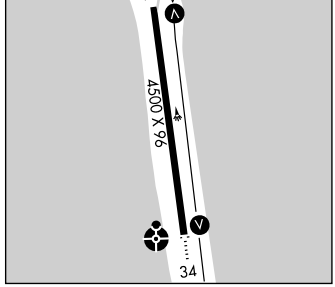
Ⓡ **ANCHORAGE CENTER APP/DEP CON** —290.2 127.0(E)

RADIO AIDS TO NAVIGATION

GALENA (H)VORW/DME 114.8 GAL Chan 95 N64°44.29′ W156°46.63′ 251° 4.1 NM to Fld.150/17E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **GAMBELL** (GAM) (PAGM) 0 S N63°46.01′ W171°43.97′ (LRA) UTC−9(−8DT) **BETHEL**
P 27 BL4, 5, 9 ① H45(ASP) 16–34 S22 **H–1A, L–4G**
IAP



AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. 98′ twr (lighted) 3400′ from approach end Rwy 16. Rwy 16 rgt tfc. Unsealed cracks 1″–2″ wide spanning width of rwy every 50′–200′. Safety areas Rwy 16–34 soft, loose gravel. ACTIVATE MIRL Rwy 16—34 CTAF. For ODALS Rwy 34 key 122.7—3 times low, 4 times medium, 5 times high, for VASI Rwys 16 and 34 key 122.7—3 times. ①Rwy 16 TCH 39′. GS 3.0°. Rwy 34 TCH 39′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 125.9 907–985–5733). (TWEB GAM 369)

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM GAM OT CTC FAIRBANKS FAI)

RCO —122.0 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON —281.4 132.2

RADIO AIDS TO NAVIGATION

NDB(MHW–SAB/DME) 369 GAM Chan 92
N63°46.92′ W171°44.20′ At Fld.38/12E. **TWEB.**
DME unusable:
080°–095° beyond 7 NM blw 17,000′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. DME chan 92 paired with VHF freq 114.5.

GANNON'S LANDING (See WASILLA)

GPS RWY 16

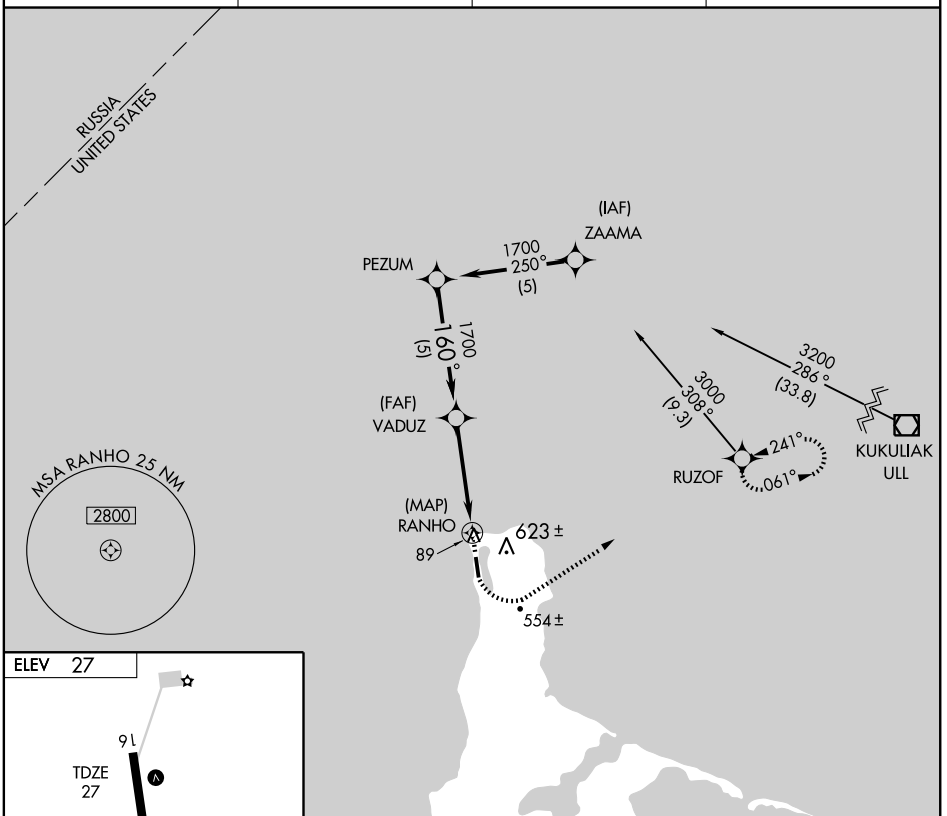
GAMBELL(GAM)(PAGM)

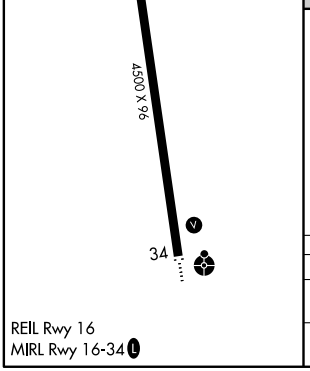
APP CRS	Rwy Idg	4500
160°	TDZE	27
	Apt Elev	27

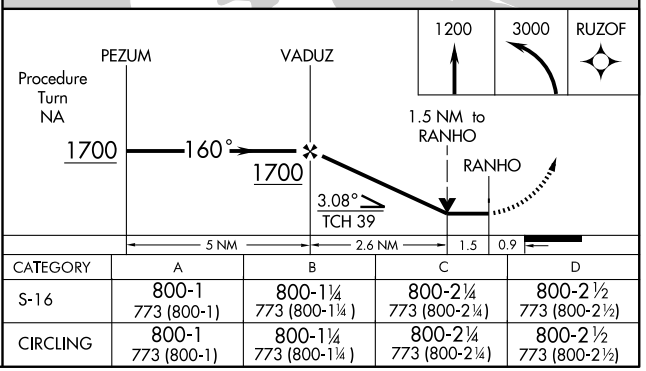
NA — Circling not authorized northeast of Rwy 16-34.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct RUZOF WP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
125.9	132.2 281.4	122.0	122.7 L ★







CATEGORY	A	B	C	D
S-16	800-1 773 (800-1)	800-1¼ 773 (800-1¼)	800-2¼ 773 (800-2¼)	800-2½ 773 (800-2½)
CIRCLING	800-1 773 (800-1)	800-1¼ 773 (800-1¼)	800-2¼ 773 (800-2¼)	800-2½ 773 (800-2½)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

GPS RWY 34

GAMBELL(GAM)(PAGM)

APP CRS	Rwy Idg	4500
340°	TDZE	26
	Apt Elev	27

NA

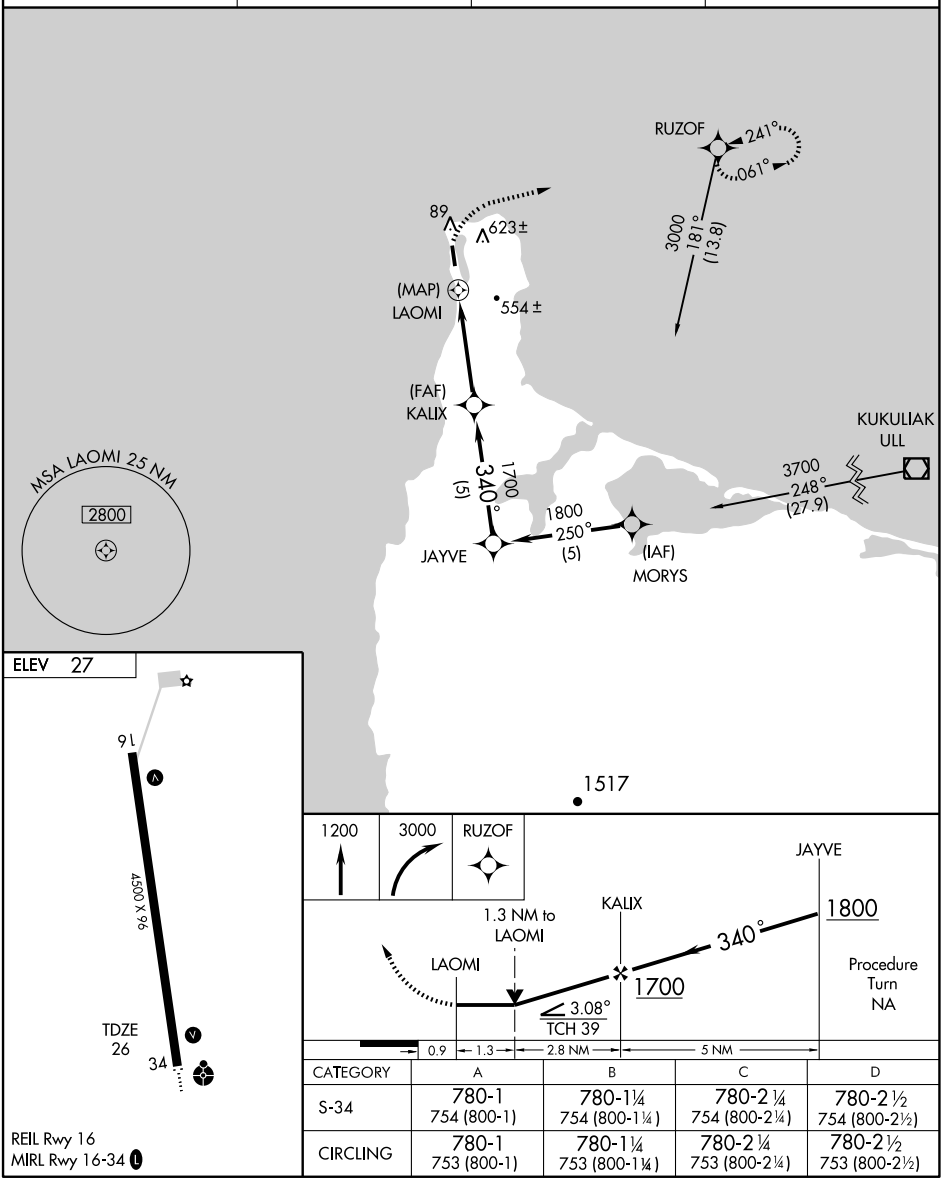
Circling not authorized northeast of Rwy 16-34.

ODALS

MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 direct RUZOF WP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
125.9	132.2 281.4	122.0	122.7 L ★

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-34	780-1 754 (800-1)	780-1¼ 754 (800-1¼)	780-2¼ 754 (800-2¼)	780-2½ 754 (800-2½)
CIRCLING	780-1 753 (800-1)	780-1¼ 753 (800-1¼)	780-2¼ 753 (800-2¼)	780-2½ 753 (800-2½)

NDB/DME RWY 34

GAMBELL(GAM)(PAGM)

NDB/DME GAM 369 Chan 92 (114.5)	APP CRS 341°	Rwy Idg 4500 TDZE 26 Apt Elev 27

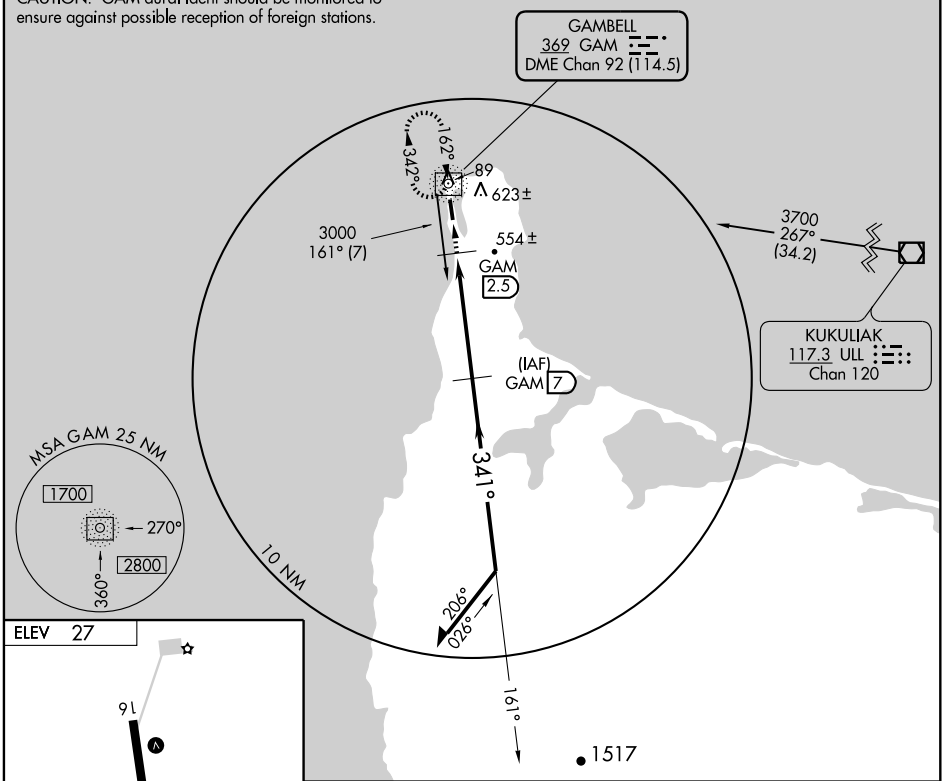
Circling NA northeast of Rwy 16-34.

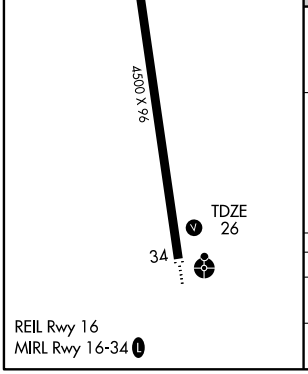
ODALS

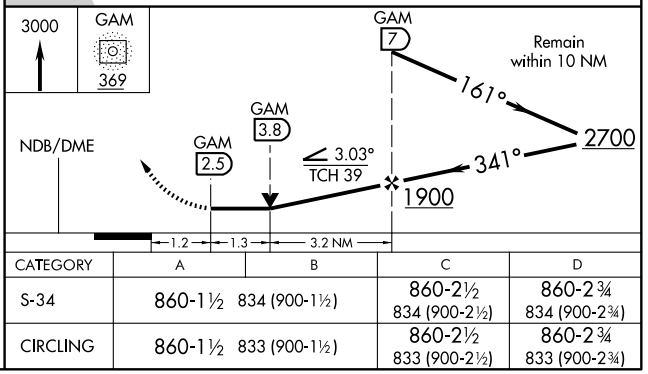
MISSED APPROACH: Climb to 3000 direct GAM NDB/DME and in GAM NDB/DME holding pattern.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
125.9	132.2 281.4	122.0	122.7 L ★

CAUTION: GAM aural ident should be monitored to ensure against possible reception of foreign stations.







CATEGORY	A	B	C	D
S-34	860-1½	834 (900-1½)	860-2½ 834 (900-2½)	860-2¾ 834 (900-2¾)
CIRCLING	860-1½	833 (900-1½)	860-2½ 833 (900-2½)	860-2¾ 833 (900-2¾)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME GAM	APP CRS	Rwy Idg 4500
369	162°	TDZE 27
Chan 92 (114.5)		Apt Elev 27

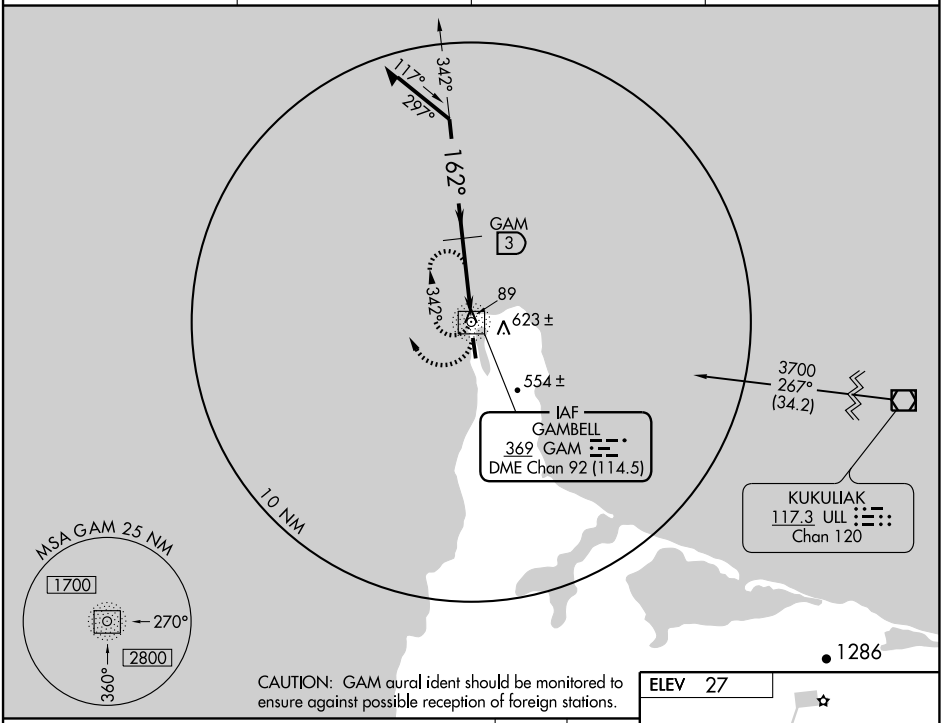
NDB RWY 16

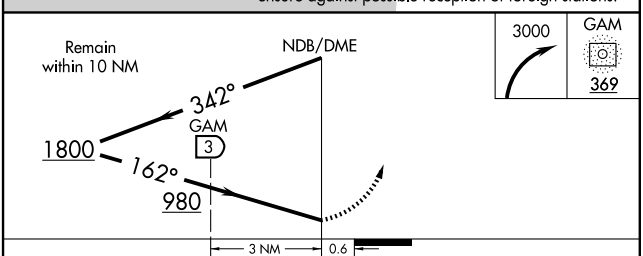
GAMBELL(GAM)(PAGM)

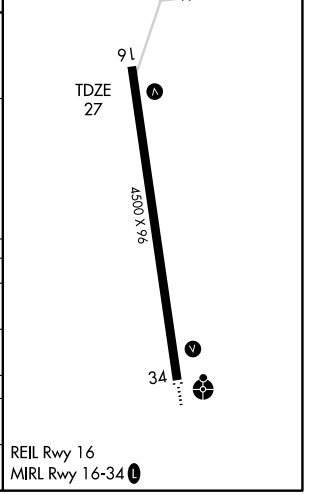
Circling NA northeast of Rwy 16-34.

MISSED APPROACH: Climbing right turn to 3000 in GAM NDB/DME holding pattern.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
125.9	132.2 281.4	122.0	122.7 L ★







CATEGORY	A	B	C	D
S-16	980-1¼ 953 (1000-1¼)	980-1½ 953 (1000-1½)	980-3 953 (1000-3)	
CIRCLING	980-1¼ 953 (1000-1¼)	980-1½ 953 (1000-1½)	980-3 953 (1000-3)	
DME MINIMUMS				
S-16	920-1¼ 893 (900-1¼)		920-2¾ 893 (900-2¾)	920-3 893 (900-3)
CIRCLING	920-1¼ 893 (900-1¼)		920-2¾ 893 (900-2¾)	920-3 893 (900-3)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **GOLOVIN** (GLV) (PAGL) 0 N N64°33.03′ W163°00.43′ UTC−9(−8DT)
P 59 BL4 40(GVL) 02–20

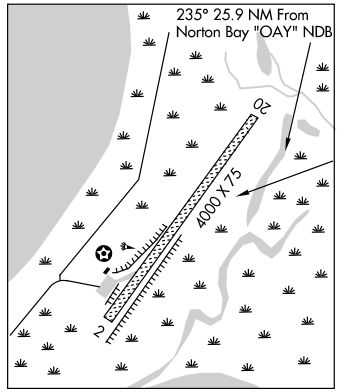
NOME
H–1A, 2J, L–3C, 4H
IAP

AIRPORT REMARKS —Unattended. Rwy cond not monitored. Recommend visual inspection prior to ldg. Rwy 20 slope 0.6% up SW. Rwy 02–20 NSTD markings, Rwy 02–20 marked with reflective cones, thld cones and thld panels. ACTIVATE MIRL Rwy 02–20 and Rot Bcn—CTAF.

WEATHER DATA SOURCES: (AWOS–3 135.750 907–779–2228).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM GLV OT CTC FAIRBANKS FAI)
ANCHORAGE CENTER APP/DEP CON —290.4 133.3

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **GOODNEWS** (GNU) 0 SE N59°07.05′ W161°34.65′ UTC−9(−8DT)
P 15 28(GVL) 05–23

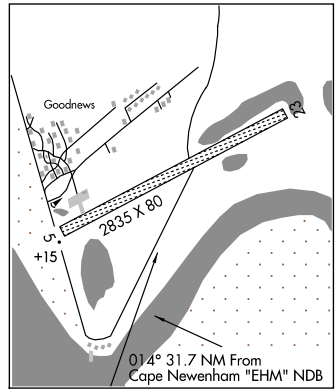
KODIAK

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 05–23 no safety areas. Birds on and in vicinity of arpt. Road crosses midpoint of Rwy 05–23. Windsock is shorter than surrounding terrain and may be unreliable. Few 2″ deep potholes and 2″ ruts near thld of Rwy 23. Rwy 05–23 slopes uphill 1.0% to E end. Rwy 05–23 marked with reflective cones and thld panels damaged.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PAEH)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **GOOSE BAY** (Z4Ø) 0 E N61°23.67′ W149°50.56′ UTC−9(−8DT)
P 78 30(GVL) 08–26

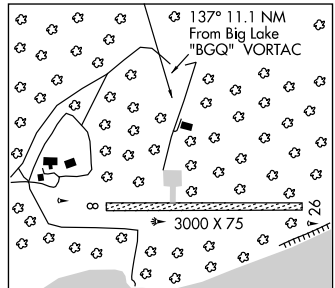
ANCHORAGE
L–1A, 3D, 4G

AIRPORT REMARKS —Unattended. Rwy condition not monitored. Recommend visual inspection prior to using. 808′ AGL lgtd twr 11700′ NNW of rwy. No state maintenance performed on rwy. Segmented circle overgrown. Rwy 07 rgt tfc. Rwy 08 and Rwy 26 ends marked with thld panels only.

WEATHER DATA SOURCES —(WX CAM).

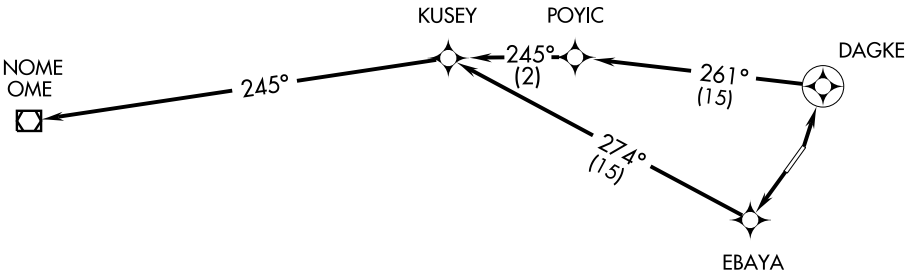
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANC)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



NOME ONE DEPARTURE (RNAV) (OBSTACLE)

AWOS-3
135.75
CTAF 122.9



NOTE: GPS Required
NOTE: RNAV 1

TAKE-OFF MINIMUMS:
Rwy 02: Standard with minimum climb of 260′ per NM to 1200.
Rwy 20: Standard.

TAKE-OFF OBSTACLE NOTES:
Rwy 02: Multiple trees beginning 100′ from departure end of runway, 454′ left of centerline, up to 30′ AGL/55′ MSL. Multiple trees beginning 1.8 NM from departure end of runway, 3200′ right of centerline, up to 30′ AGL/379′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RUNWAY 02: Climb direct DAGKE, then left turn via 261° track to POYIC, then via 245° track to KUSEY, thence . . . .
TAKE-OFF RUNWAY 20: Climb direct EBAYA, then via 274° track to KUSEY, thence . . . .

. . . . Proceed via 245° track to OME VORTAC, maintain 5000.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

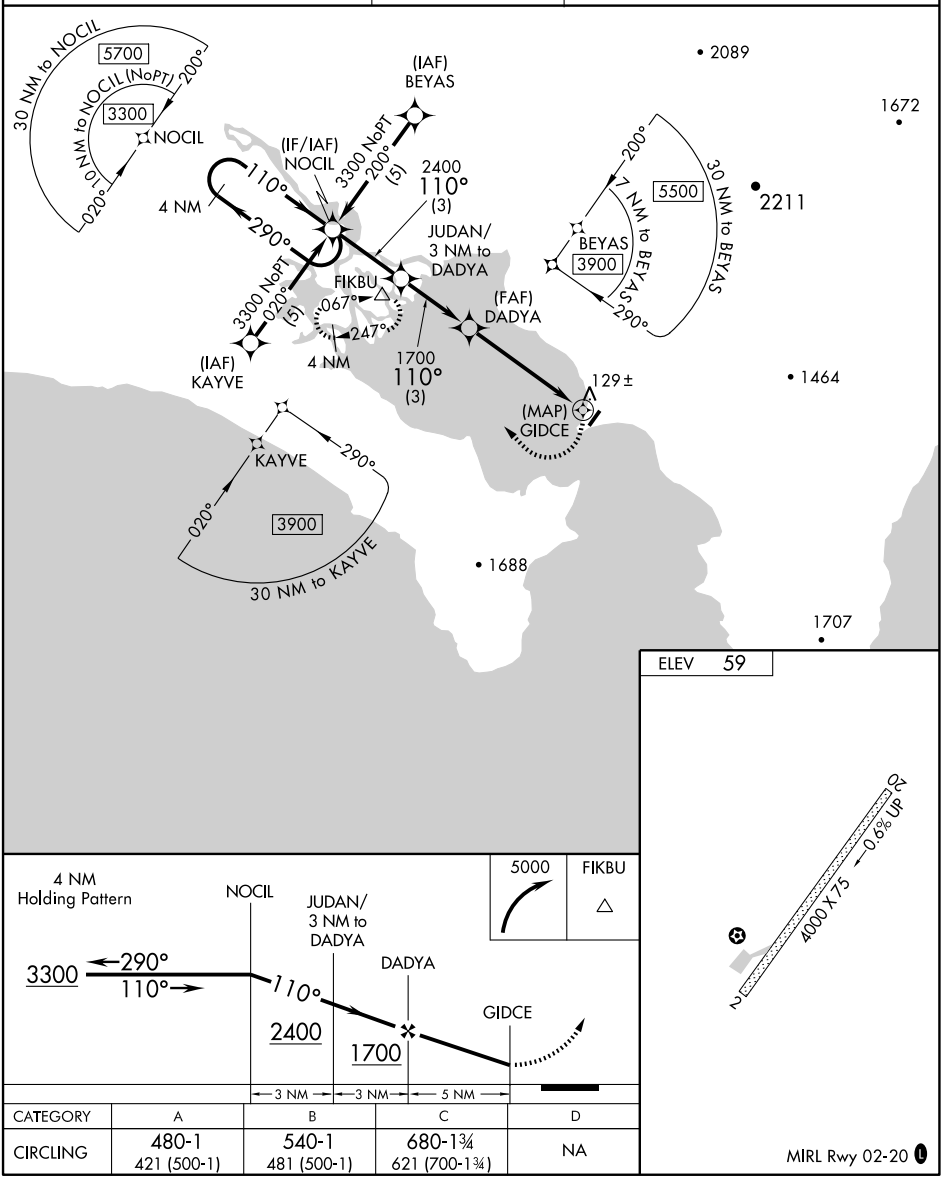
APP CRS	Rwy Idg	N/A
110°	TDZE	N/A
	Apt Elev	59

RNAV (GPS)-A
GOLOVIN (GLV) (PAGL)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIKBU and hold, continue climb-in-hold to 5000.

AWOS-3	ANCHORAGE CENTER	CTAF
135.75	133.3 290.4	122.9



CATEGORY	A	B	C	D
CIRCLING	480-1 421 (500-1)	540-1 481 (500-1)	680-1¾ 621 (700-1¾)	NA

MIRL Rwy 02-20

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

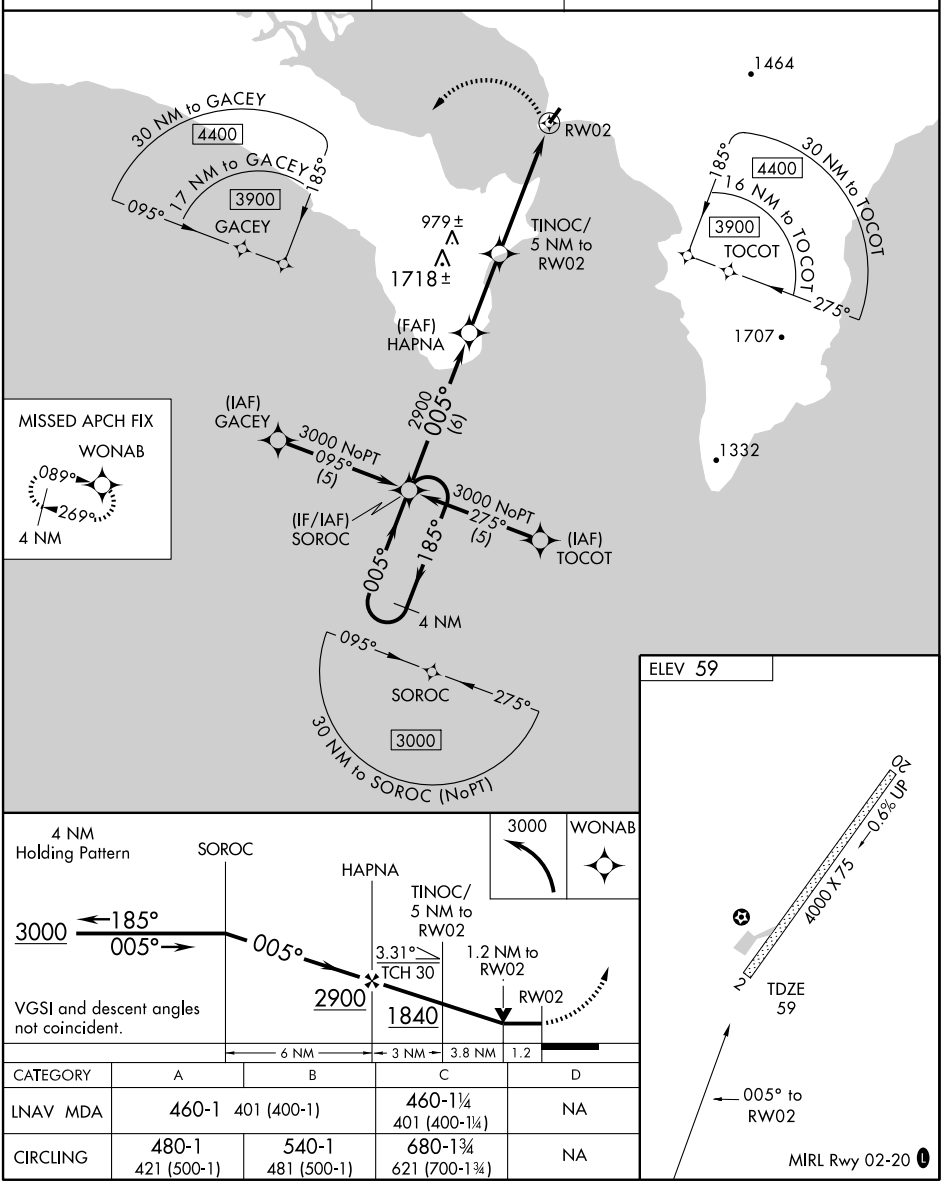
APP CRS	Rwy Idg	4000
005°	TDZE	59
	Apt Elev	59

RNAV (GPS) RWY 2
GOLOVIN (GLV) (PAGL)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct WONAB and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.75	133.3 290.4	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	460-1 401 (400-1)		460-1¼ 401 (400-1¼)	NA
CIRCLING	480-1 421 (500-1)	540-1 481 (500-1)	680-1¾ 621 (700-1¾)	NA

AK, 23 SEP 2010 to 18 NOV 2010

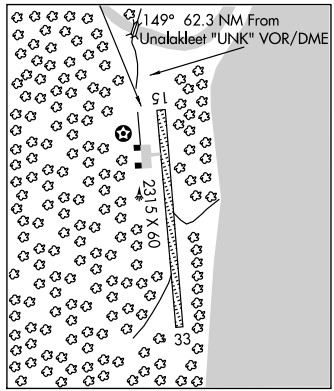
AK, 23 SEP 2010 to 18 NOV 2010

§ **GRAYLING** (KGX) 1 S N62°53.67′ W160°03.89′ UTC−9(−8DT) **McGRATH**
P 99 BL4 23(GVL) 15–33

AIRPORT REMARKS —Unattended. Be Alert: New rwy under construction, watch for heavy equipment in vicinity. Rwy condition not monitored, recommend visual inspection prior to landing. N end rwy and taxiway floods in spring; north 200′ soft during breakup and rain. Rwy 15–33 is bowl shaped and each end slopes 1° toward the middle. Rwy 15–33 marked with reflective cones most missing or damaged. Rwy 33 thld marked with thld panels. Rwy 33 rgt tfc. ACTIVATE Rotating Bcn and MIRL Rwy 15–33—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ANV)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



GREEN'S STRIP (See WASILLA)

GREG'N SAGE (See NORTH POLE)

§ **GULKANA** (GKN) (PAGK) 4 NE N62°09.30′ W145°27.26′ UTC−9(−8DT) **ANCHORAGE**
P 1586 BL4, 9ⓘ H50(ASP) 15–33 **H–1B, L–1A, 3E**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Jun–Sep Mon–Fri 1800–0200Z‡, Oct–May Mon–Fri 1900–0000Z‡. Moose and Caribou on and around arpt. Migratory birds on and in vcnty of arpt dur spring. Personnel and equipment may be working on the rwy at any time. Rwy condition not monitored, recommend visual inspection prior to landing. Fuel avbl 24 hrs with credit card call 907–822–4331. Rwy 15–33 parallel taxiway 2100 X 60 is maintained as ski strip in winter. Visual inspection required before landing. Beacon twr and other obstacles on N apch end. Rwy 33 slope 0.8% up NW. Airframe/powerplant svc covers small single/twin propeller engine acft less than 12500 lbs. ACTIVATE MIRL Rwy 15–33 and VASI Rwys 15 and 33—CTAF. ⓘRwy 15, TCH 49′ GS 3.0°. Rwy 33, TCH 49′ GS 3.0°.

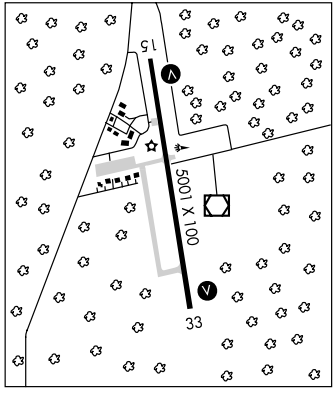
WEATHER DATA SOURCES —(ASOS 134.850 907–822–3707) (TWEBⓐ GKN 115.6) (TWEBⓐ GLA 248).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)
RCO —255.4 122.2 **(V)** (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —317.5 119.5

AIRSPACE: CLASS E svc 1500–0630Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION
(H)ABVORWDME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ At Fld.1548/23E. **TWEB.**
GLENNALLEN NDB(HW–SAB) 248 GLA N62°11.73′ W145°28.06′ 148° 2.5 NM to Fld./23E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Wx information avbl on CTAF (call sign Gulkana WX) or phone 907–822–3668 1500–0030Z‡.



GUNNUK MOUNTAIN N56°58.87′ W133°48.35′ **JUNEAU**
RCO —122.175 (SITKA FSS) **L–1C**

WAAS	APP CRS	Rwy ldg	5001
CH 56307	148°	TDZE	1586
W15A		Apt Elev	1586

RNAV (GPS) RWY 15

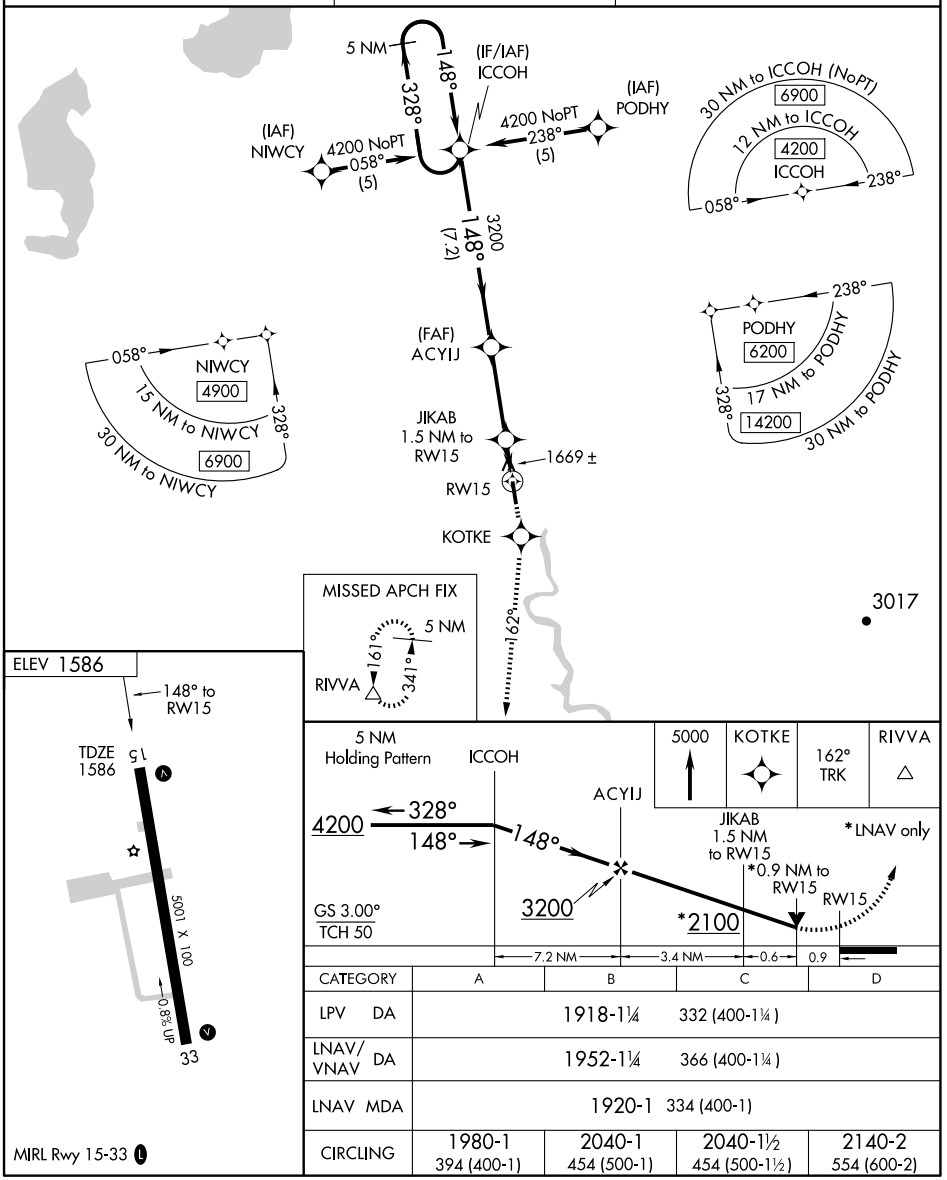
GULKANA (GKN) (PAGK)

T W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 direct KOTKE and via 162° track to RIVVA and hold.

ASOS	ANCHORAGE CENTER	CTAF
134.85	119.5 317.5	122.9 L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	1918-1¼ 332 (400-1¼)			
LNAV/VNAV DA	1952-1¼ 366 (400-1¼)			
LNAV MDA	1920-1 334 (400-1)			
CIRCLING	1980-1 394 (400-1)	2040-1 454 (500-1)	2040-1½ 454 (500-1½)	2140-2 554 (600-2)

WAAS	APP CRS	Rwy Idg	5001
CH 42507	328°	TDZE	1573
W33A		Apt Elev	1586

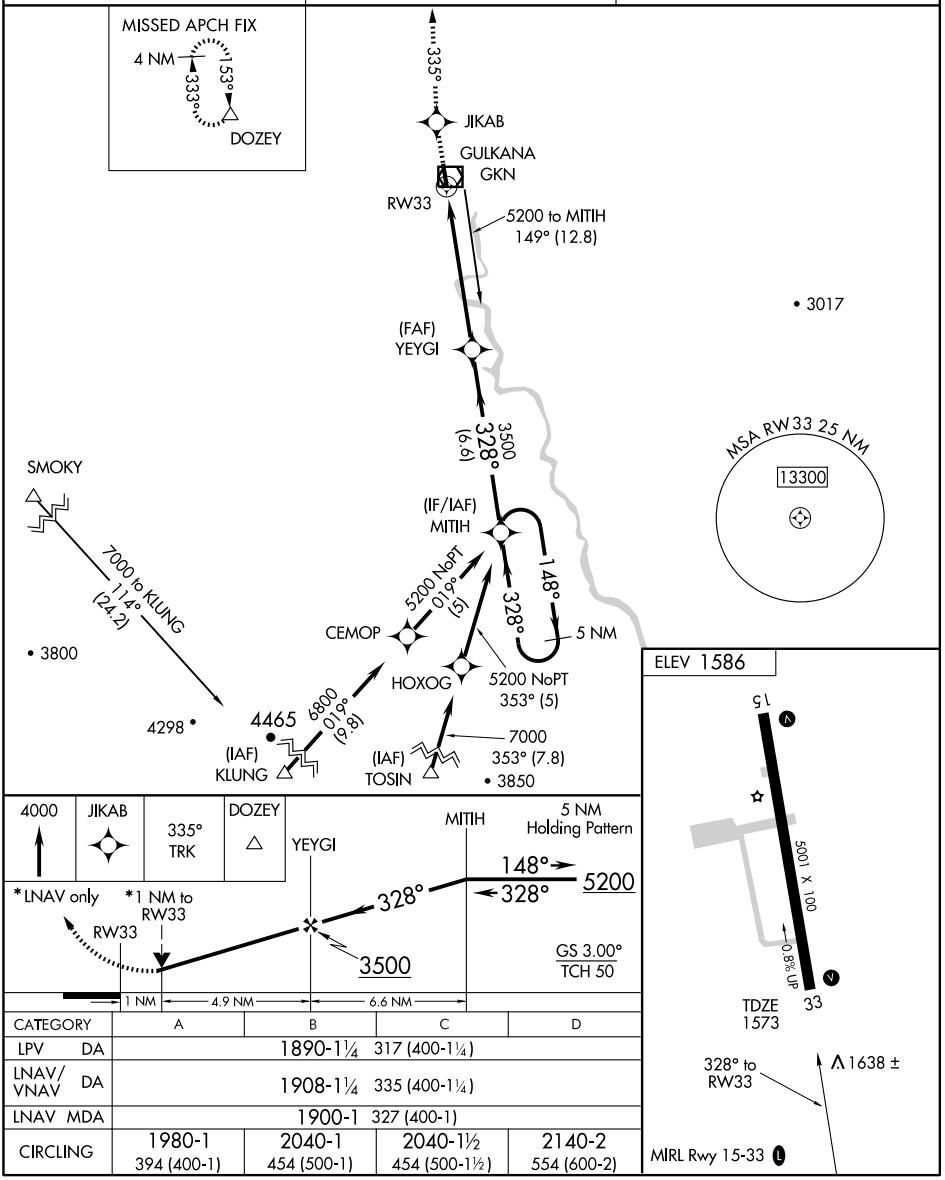
RNAV (GPS) RWY 33

GULKANA (GKN) (PAGK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4000 direct JIKAB and via 335° track to DOZEY and hold.

ASOS	ANCHORAGE CENTER	CTAF
134.85	119.5 317.5	122.9 L



CATEGORY	A	B	C	D
LPV DA	1890-1¼ 317 (400-1¼)			
LNAV/VNAV DA	1908-1¼ 335 (400-1¼)			
LNAV MDA	1900-1 327 (400-1)			
CIRCLING	1980-1 394 (400-1)	2040-1 454 (500-1)	2040-1½ 454 (500-1½)	2140-2 554 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AL-1220 (FAA)

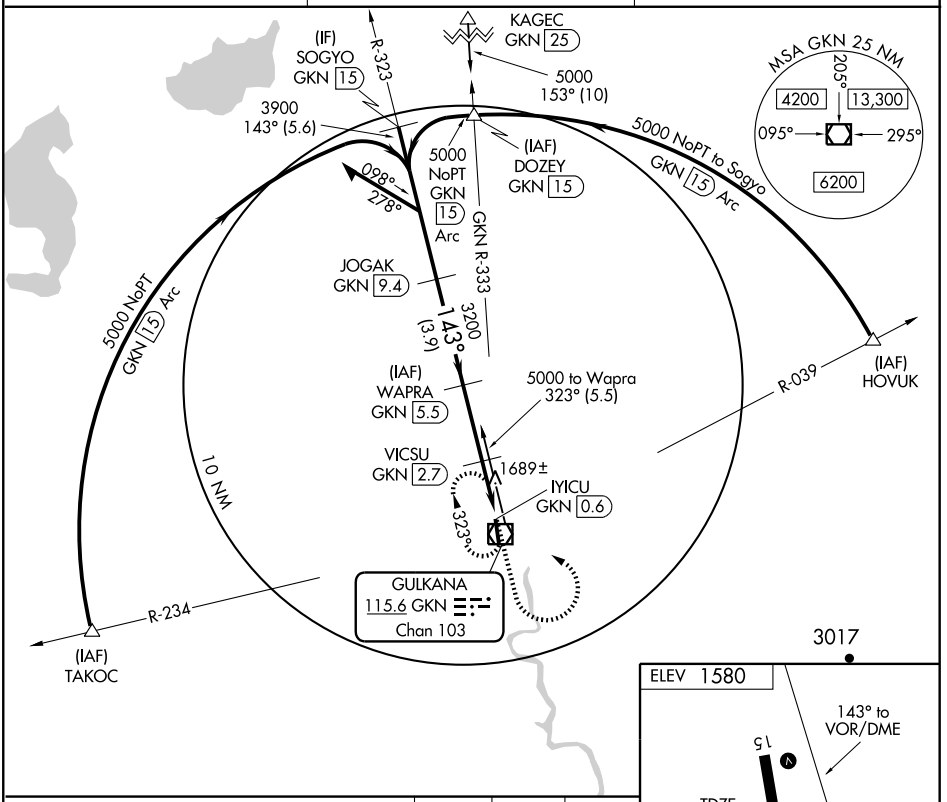
VOR/DME RWY 15

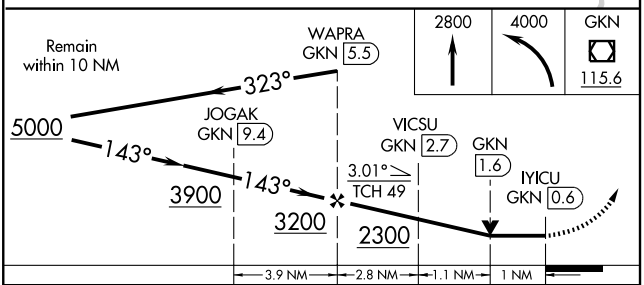
GULKANA (GKN) (PAGK)

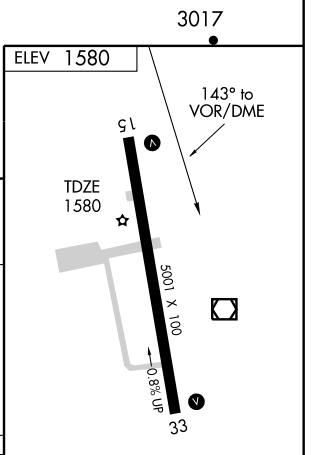
VOR/DME GKN	APP CRS	Rwy Idg	5001
115.6	143°	TDZE	1580
Chan 103		Apt Elev	1580

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	CTAF
134.85	119.5 317.5	122.9 L







CATEGORY	A	B	C	D
S-15	1940-1 360 (400-1)			1940-1¼ 360 (400-1¼)
CIRCLING	2000-1 420 (500-1)	2040-1 460 (500-1)	2040-1½ 460 (500-1½)	2140-2 560 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME GKN	APP CRS	Rwy Idg	5001
115.6	335°	TDZE	1566
Chan 103		Apt Elev	1580

AL-1220 (FAA)

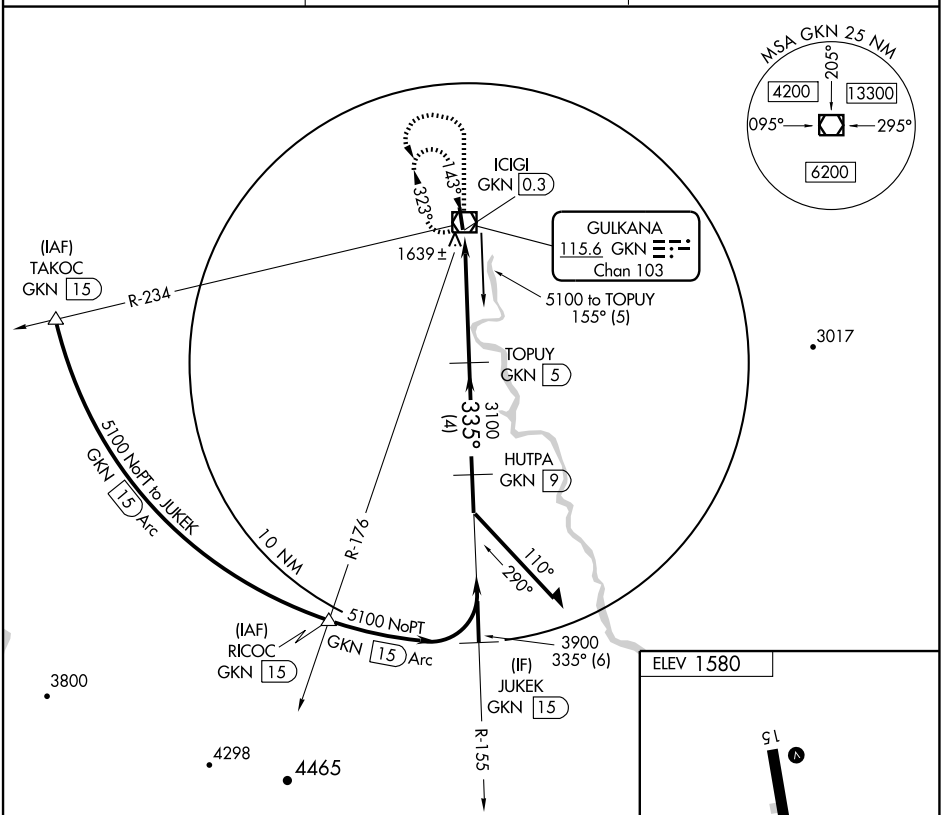
VOR/DME RWY 33

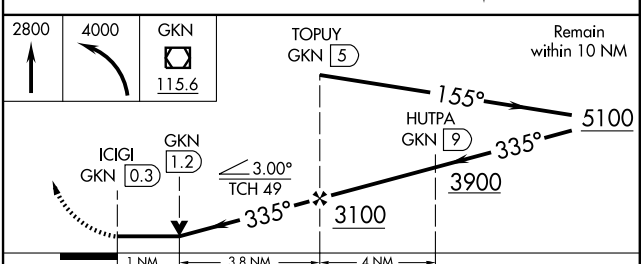
GULKANA (GKN) (PAGK)

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

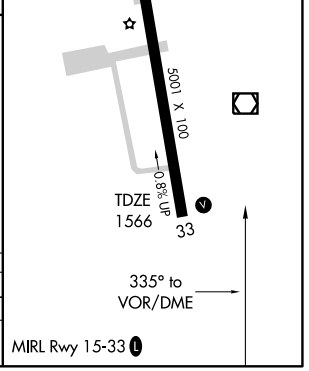
ASOS	ANCHORAGE CENTER	CTAF
134.85	119.5 317.5	122.9 L

AK, 23 SEP 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-33	1900-1 334 (400-1)			
CIRCLING	2000-1 420 (500-1)	2040-1 460 (500-1)	2040-1½ 460 (500-1½)	2140-2 560 (600-2)

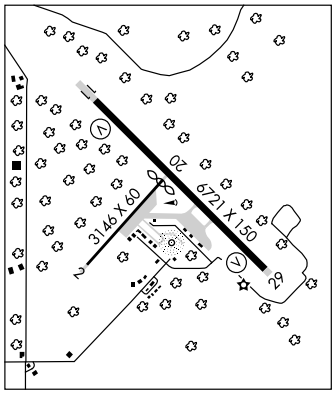


62°09'N-145°27'W

GULKANA (GKN) (PAGK)
VOR/DME RWY 33

§ **GUSTAVUS** (GST) (PAGS) 0 NE N58°25.52′ W135°42.45′ UTC−9(−8DT) **JUNEAU**
P 35 BL4,① 9,② 10③ H67(ASP–GRVD) 11–29 S60, D100 02–20④ S40 **H–1C, L–1B**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Mon–Fri 1600–0000Z‡. Class I, ARFF Index A. ARFF svcs, arpt condition report and arpt maintenance are available during scheduled air carrier ops, at other times arpt maintenance on irregular basis. Recommend visual inspection prior to using. Be Alert: See General Notices–Enroute CTAF freqs. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to: Regional Director, Department of Transportation and Public Facilities, Southeast Region, 6860 Glacier Hwy, Juneau, AK 99801–7999. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Birds, bear and moose on and invof rwy. Limited snow removal, ice control, rwy maint and arpt hazardous conditions (exclusive of holidays) only avbl and reported during arpt maint duty hrs. Rwy 02–20 not maintained or monitored 15 Oct–30 Apr annually. Rwy 02–20 recommend daylight ops only. 9′ fence 554′ south of Rwy 02–20. Transient aircraft parking available east side of Rwy 02–20. Be alert, soft asp. Aircraft over 12,500 lbs. notify arpt manager Monday–Friday 1700–0100Z‡, 24 hr prior to arrival at 907–697–2251. Arpt maintenance duty hrs Nov 1–Mar 31 Mon–Sun 1300–2200Z‡, Apr 1–Oct 31 Mon–Fri 1600–0000Z‡. ①MIRL Rwy 11–29. ②Rwy 11. Rwy 29, TCH 39′, GS 3.0°. ③Rwy 11. Rwy 29. ④Rwy 20 thld dsplcd 136′.

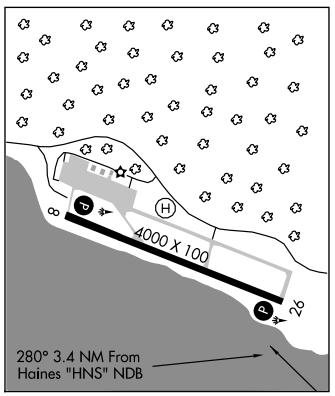


WEATHER DATA SOURCES —(AWOS–3 125.9 907–697–2447) (WX CAM).
COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS JUNEAU JNU–NOTAM GST)
RCO —122.65 **(V)** (JUNEAU FSS)
ANCHORAGE CENTER APP/DEP CON —360.65 133.2
RADIO AIDS TO NAVIGATION
NDB(HW) 219 GAV N58°25.31′ W135°42.28′ At Fld.86/25E. Unusable byd 25 NM.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

HAINES

§ **HAINES** (HNS) (PAHN) 3 W N59°14.63′ W135°31.41′ (LRA) UTC−9(−8DT) **JUNEAU**
P 15 BL4, 10 ②, 12 ① H40(ASP) 08–26 **H–1C, L–1B**
FUEL —(NC–100)

AIRPORT REMARKS —Unattended. For fuel call 907–766–3190 or 907–723–3944, after hrs by appointment. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Recommend daylight ops only. Birds on and in vicinity of airport. Uncontrolled vehicular traffic, pedestrians, bears and moose on and invof rwy and twy. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Turbulence on NW approach. CLOSED to air carrier ops with more than 30 passenger seats. Rwy 08 rgt tfc. Arpt CLOSED to acft over 12,500 lbs GTW, except PPR from Arpt Safety and Security, DOT and Public Facilities, P.O. Box 112506, Juneau, AK 99811–2506, Phone 907–465–1786. Bluff NW. Narrow approach from NW. Mountains both sides. No winter maintenance. Twys D, E and Helipad and E 2000′ Twy A. W 300′ ramp clsd to transient parking from 15 Oct–30 Apr annually. 50′ trees 1000′ SE Rwy 26. Be alert: See General Notices—ENROUTE CTAF FREQS. ACTIVATE MIRL Rwy 08–26 and PAPI Rwys 08 and 26—CTAF. ①Rwy 08. Rwy 26, TCH 40′. GS 2.9°. PAPI Rwy 08 unusable byd 5° left of course. OTS indef. ②Rwy 08, Rwy 26.



WEATHER DATA SOURCES —(ASOS 135.7 907–766–2519) (TWEB ⓐ HNS 245) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM HNS)
RCO —122.6 (V) (JUNEAU FSS)
RADIO AIDS TO NAVIGATION
NDB(HW–SAB) 245 HNS N59°12.73′ W135°25.85′ 280° 3.4 NM to Fld./24E. **TWEB.**
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

RNAV (GPS) Y RWY 29

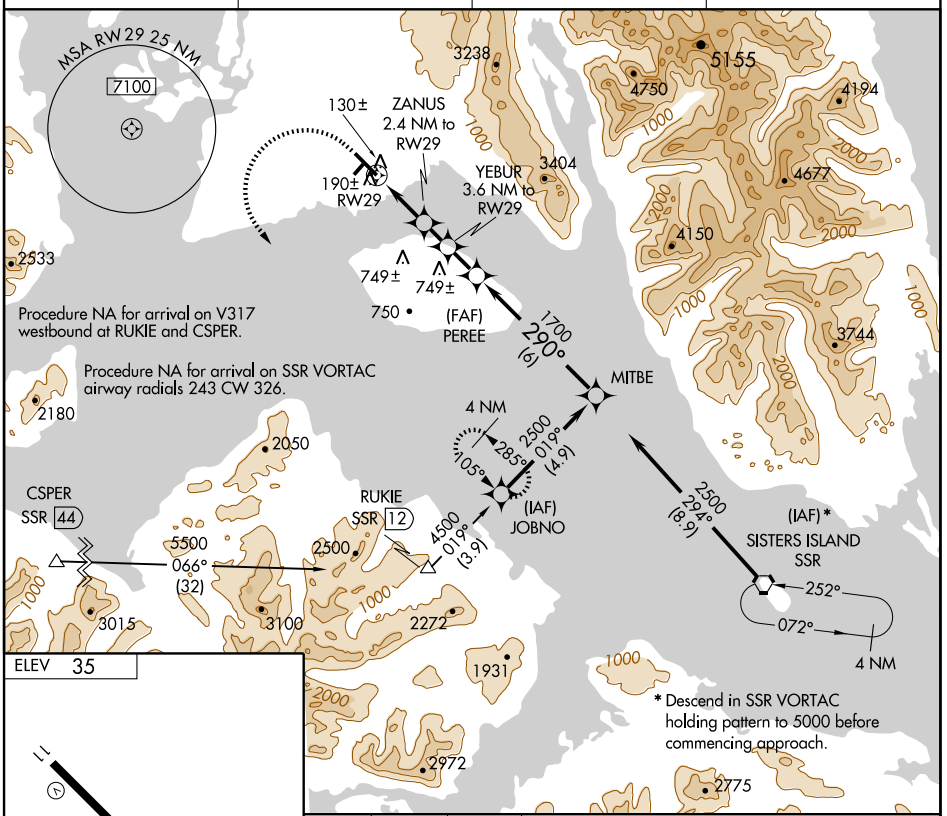
GUSTAVUS(GST)(PAGS)

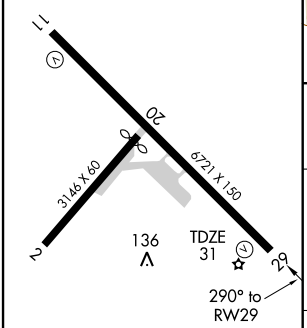
APP CRS	Rwy ldg	6721
290°	TDZE	31
	Apt Elev	35

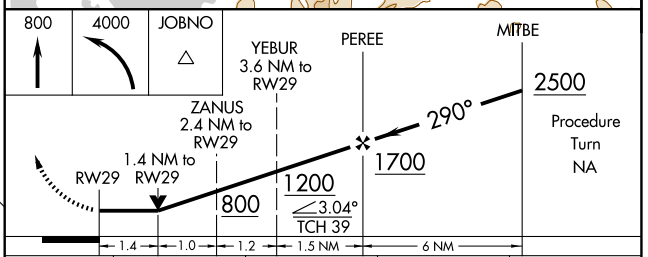
Procedure not authorized at night.
Circling not authorized NE of Rwy 11-29.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800, then climbing left turn to 4000 direct JOBNO and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
125.9	133.2 360.65	122.65	122.5







CATEGORY	A	B	C	D
LNAV MDA	500-1 469 (500-1)		500-1¼ 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING	560-1 525 (600-1)		560-1½ 525 (600-1½)	600-2 565 (600-2)

MIRL Rwy 11-29
REIL Rwys 11 and 29

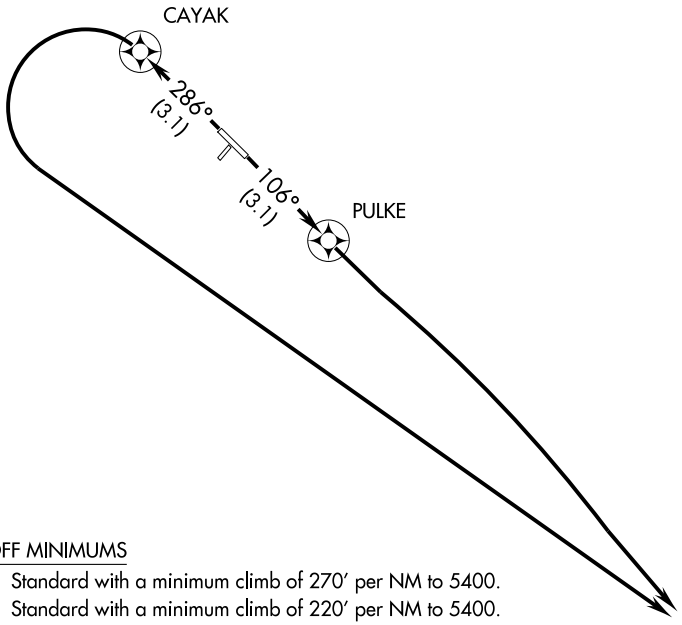
AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

SISTERS ONE DEPARTURE (RNAV)

AK, 23 SEP 2010 to 18 NOV 2010

ANCHORAGE CENTER
133.2 360.65
CTAF
122.5



TAKE-OFF MINIMUMS

Rwy 11: Standard with a minimum climb of 270′ per NM to 5400.
Rwy 29: Standard with a minimum climb of 220′ per NM to 5400.
Rwy 2, 20: NA - Rwy limitations.

NOTE:

1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 106° course to PULKE WP, then climbing right turn to 6000 or assigned altitude direct SSR VORTAC. . . .

TAKE-OFF RUNWAY 29: Climb via 286° course to CAYAK WP, then climbing left turn to 6000 or assigned altitude direct SSR VORTAC. . . .

. . . . cross SSR VORTAC at or above MEA/MCA for direction of flight thence further clearance.

VORTAC SSR 114.0 Chan 87	APP CRS 288°	Rwy Idg 6721 TDZE 31 Apt Elev 35

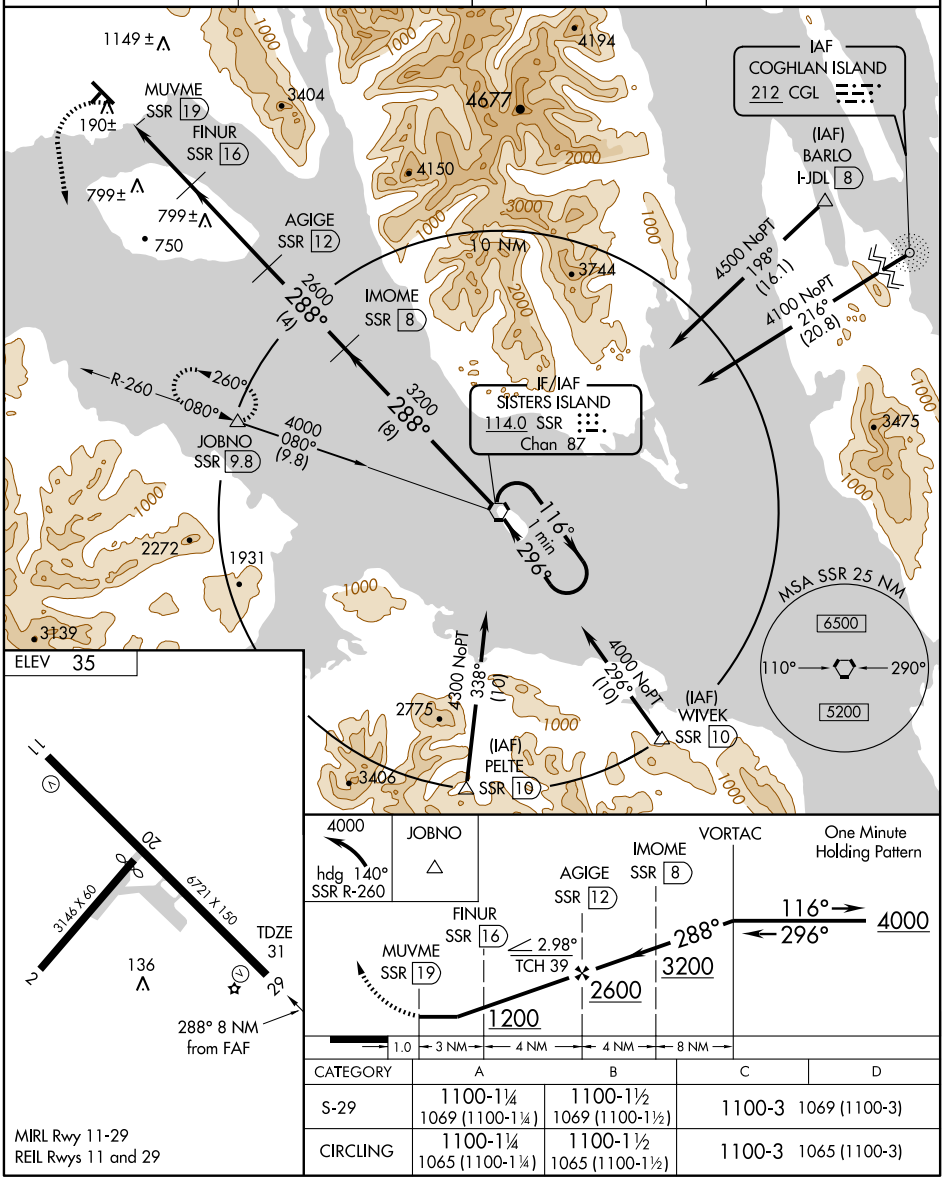
VOR/DME RWY 29

GUSTAVUS (GST)(PAGS)

▼ Procedure not authorized at night.
▲ Circling not authorized NE of Rwy 11-29.

MISSED APPROACH: Climbing left turn to 4000 via 140° heading and SSR R-260 to JOBNO/SSR 9.8 DME and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
125.9	133.2 360.65	122.65	122.5



CATEGORY	A	B	C	D
S-29	1100-1¼ 1069 (1100-1¼)	1100-1½ 1069 (1100-1½)	1100-3 1069 (1100-3)	
CIRCLING	1100-1¼ 1065 (1100-1¼)	1100-1½ 1065 (1100-1½)	1100-3 1065 (1100-3)	

MIRL Rwy 11-29
REIL Rwys 11 and 29

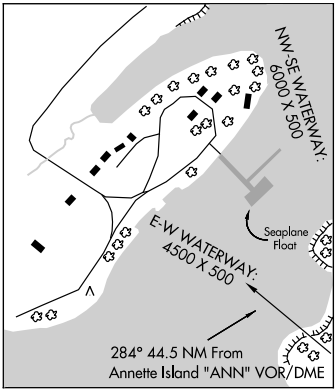
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **HOLLIS SEAPLANE** (HYL) 0 W N55°28.90′ W132°38.77′ UTC−9(−8DT) **KETCHIKAN**
00 –60 NW–SE

SEAPLANE REMARKS —Unattended. Boats may be tied to SPB dock/float ramp.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.



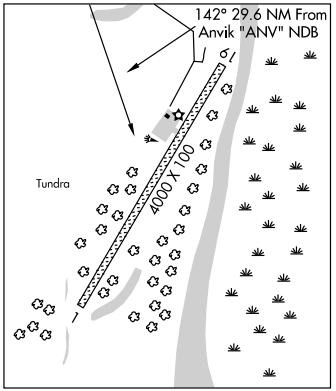
§ **HOLY CROSS** (HCA) (PAHC) 1 S N62°11.30′ W159°46.50′ UTC−9(−8DT) **McGRATH**
P 70 BL4 40(GVL) 01–19 **H–1B, 2J, L–3C**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 01–19 Shallow ponding at twy after rain. 12″ high clumps of grass growing on rwy. Moose on and invof the arpt. ACTIVATE MIRL Rwy 01–19—CTAF.

WEATHER DATA SOURCES —(ASOS–3 118.325 907–476–7231) (WX CAM).

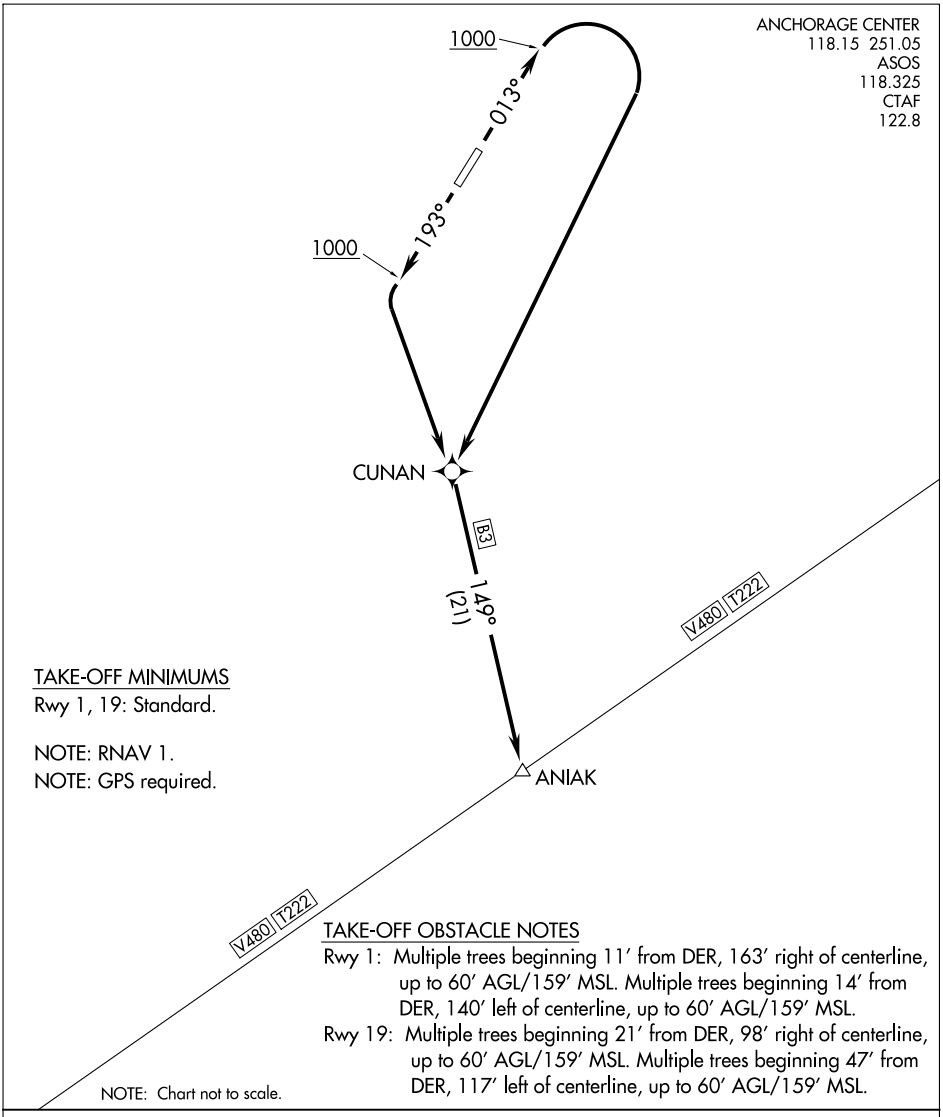
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA—NOTAM HCA)
ANIAK RCO—122.45 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—251.05 118.15

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



HOMER FSS –123.6 122.2(E) (1500–0630Z‡ OT CTC KENAI FSS)

ANIAK ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS
Rwy 1, 19: Standard.

NOTE: RNAV 1.
NOTE: GPS required.

TAKE-OFF OBSTACLE NOTES
Rwy 1: Multiple trees beginning 11′ from DER, 163′ right of centerline, up to 60′ AGL/159′ MSL. Multiple trees beginning 14′ from DER, 140′ left of centerline, up to 60′ AGL/159′ MSL.
Rwy 19: Multiple trees beginning 21′ from DER, 98′ right of centerline, up to 60′ AGL/159′ MSL. Multiple trees beginning 47′ from DER, 117′ left of centerline, up to 60′ AGL/159′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000, then right turn direct CUNAN, then via depicted route, thence....
TAKE-OFF RUNWAY 19: Climb heading 193° to 1000, then direct CUNAN, then via depicted route, thence....

....maintain 3700 or as assigned by ATC.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
013°	TDZE	69
	Apt Elev	70

RNAV (GPS) RWY 1

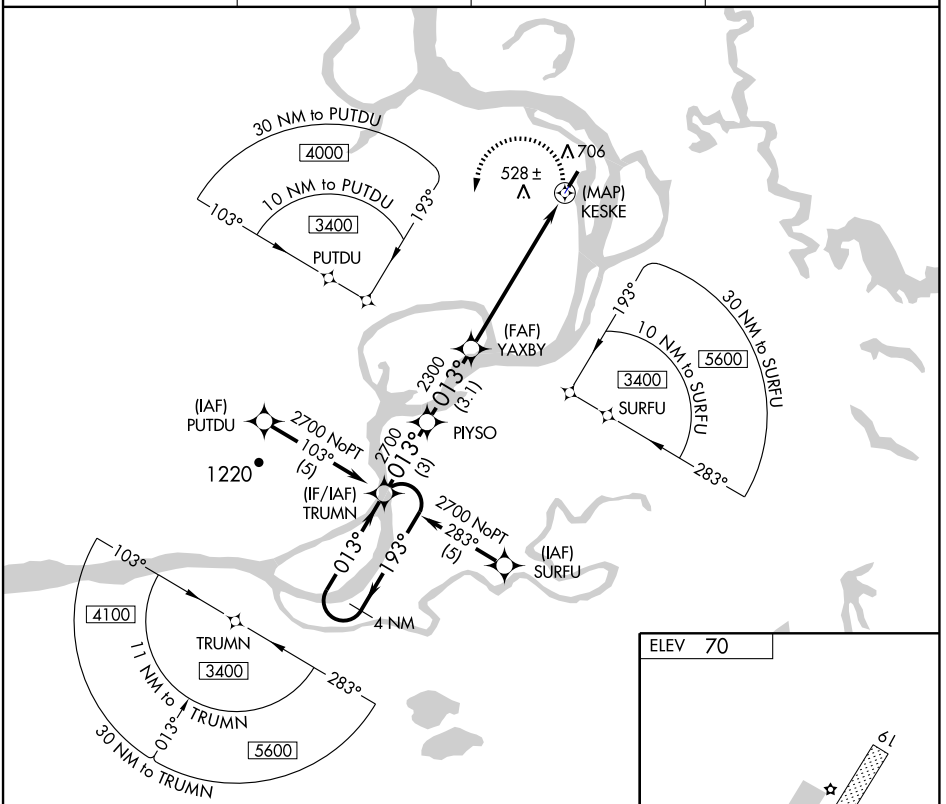
HOLY CROSS (HCA) (PAHC)

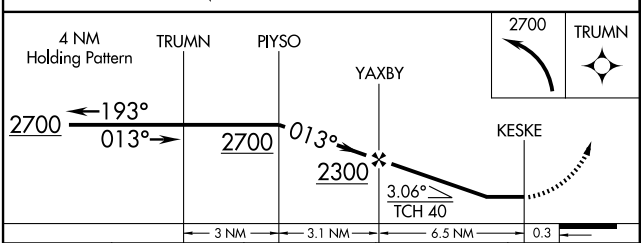
Circling NA west of Rwy 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, and increase visibility LNAV and Circling Cat A, B and D ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climbing left turn to 2700 direct TRUMN and hold.

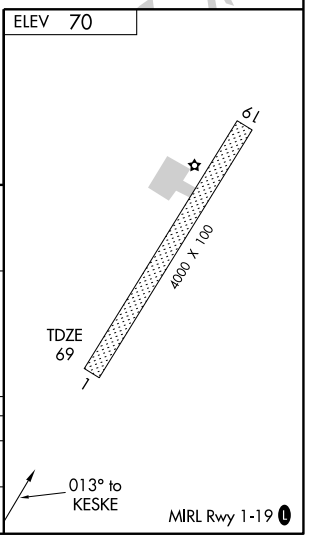
ASOS	ANCHORAGE CENTER	KENAI RADIO	CTAF
118.325	118.15 251.05	122.45	122.8 L

AK, 23 SEP 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	940-1 871 (900-1)	940-1¼ 871 (900-1¼)	940-2½ 871 (900-2½)	940-2¾ 871 (900-2¾)
CIRCLING	940-1 870 (900-1)	940-1¼ 870 (900-1¼)	940-2½ 870 (900-2¼)	940-2¾ 870 (900-2¾)



RNAV (GPS) RWY 19

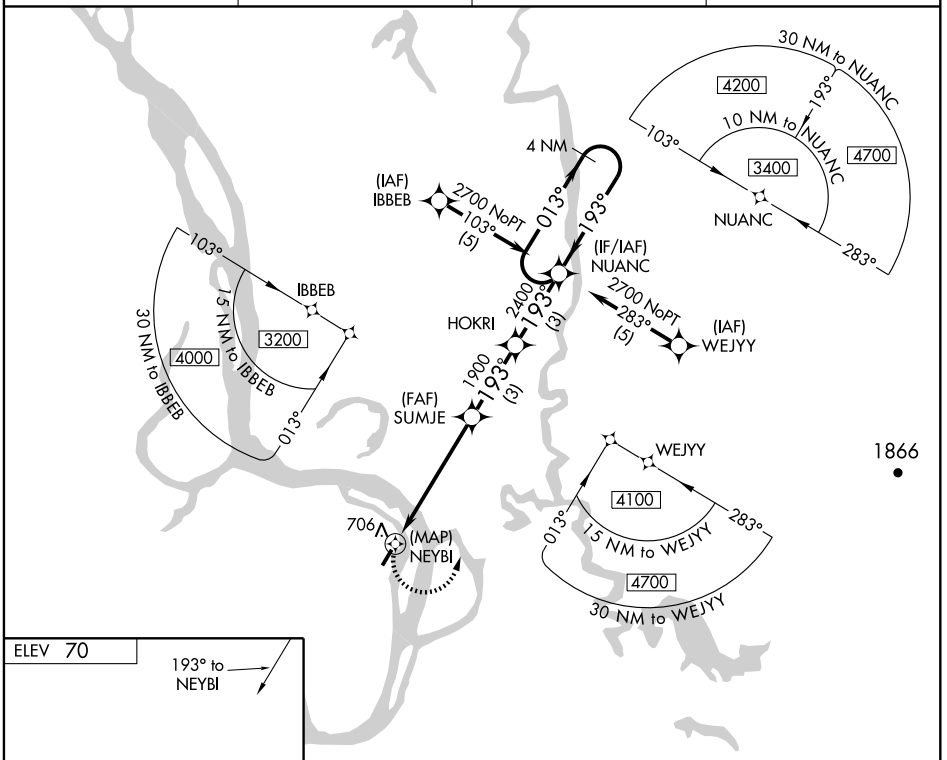
HOLY CROSS (HCA) (PAHC)

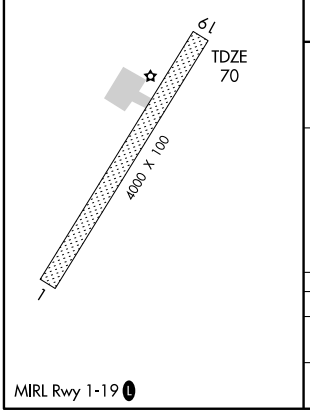
APP CRS	Rwy Idg	4000
193°	TDZE	70
	Apt Elev	70

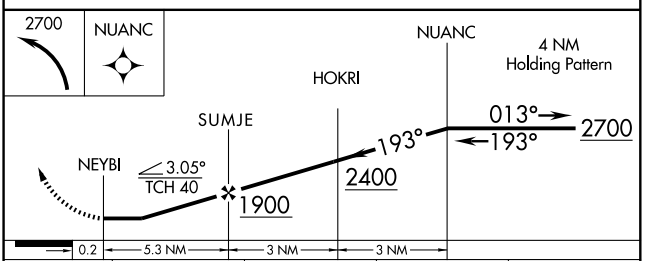
Circling NA west of runway 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, and increase visibility LNAV Cat B and C and Circling Cat B and C ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct NUANC and hold.

ASOS	ANCHORAGE CENTER	KENAI RADIO	CTAF
118.325	118.15 251.05	122.45	122.8 (L)







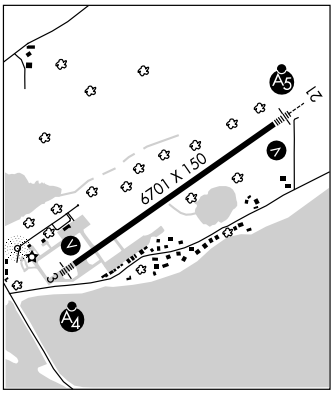
CATEGORY	A	B	C	D
LNAV MDA	1020-1¼	950 (1000-1¼)	1020-2¾ 950 (1000-2¾)	1020-3 950 (1000-3)
CIRCLING	1020-1¼	950 (1000-1¼)	1020-2¾ 950 (1000-2¾)	1020-3 950 (1000-3)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

HOMER

§ **HOMER** (HOM) (PAHO) 2 E N59°38.73′ W151°28.60′ UTC−9(−8DT) **SEWARD**
P 84 BL5, 6, 9 ① H67 (ASP–AFSC) 03–21 S–91, D–118, 2S–189, 2D–175 **H–1B, 2K, L–1A, 2J, 3D, 4F**
SERVICE—S2 **FUEL** —(NC–100LL, A, B) **IAP**

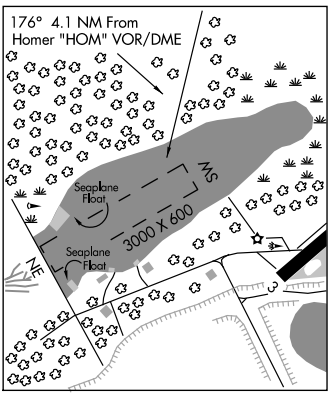
AIRPORT REMARKS: —Attended Nov–Mar Mon–Fri 1300–0430Z‡, Sat–Sun 1500–0430Z‡ April–Oct Mon–Fri 1500–0430Z‡ Sat–Sun 1800–0430Z‡. Fuel: Call out fee after 0200Z‡ call 907–235–7969. Class I, ARFF Index A. PPR for air carrier ops with more than 30 passenger seats write arpt manager, 2336 Kachemak Dr., Homer, AK 99603. ARFF equipment staffed during periods of air carrier operations only. Seabirds and migratory waterfowl invof arpt during spring and summer. Personnel and equipment may be working on the rwy at any time. Lighted helipad at Maritime Helicopters—Bell svc center 123.05. Maintenance duty hrs 1700–0700Z‡. Reporting snow/ice and rwy conditions during maintenance duty hrs only. No line of site btn rwy ends. Twy A, Twy B South, Twy D and Twy E clsd to acft over 12,500 pounds. The gvl road along the south side of rwy is not a twy and is clsd to all acft. Transient general aviation parking on south side of rwy. Transient parking designated with green cones. 365′ twr 9 NM W of arpt unlgtd. TPA 800 AGL for fixed wing acft, 600 AGL and below for rotary acft. Rwy 03 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. ACTIVATE HIRL Rwy 03–21, VASI Rwy 03 and Rwy 21, MALSF Rwy 03 and MALSR Rwy 21—CTAF. ①Rwy 03, TCH 56′. GS 3.0°. Rwy 21, TCH 56′. GS 3.0°.



WEATHER DATA SOURCES —(ASOS 135.65 907–235–3603) (TWEBⓒ ACE 277) (TWEBⓒ HOM 114.6). (WX CAM)
COMMUNICATIONS—(CTAF 123.6) (UNICOM 123.05 123.0 122.7) (ATIS ⓓ135.65) (TIE–IN FSS HOMER HOM 1500–0630Z‡–NOTAM HOM OT CTC KENAI ENA)
RADIO—123.6 122.2 **(E)** (LAA 123.6)
RCO —123.6 122.2 **(E)** (KENAI FSS) (Oprs hrs Homer FSS clsd)
ANCHORAGE CENTER APP/DEP CON—270.3 125.9
AIRSPACE: CLASS E svc 1500–0630Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
(H)VORWDME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 165° 3.9 NM to Fld. 1626/24E. **TWEB.**
KACHEMAK NDB(ABHW) 277 ACE N59°38.48′ W151°30.02′ At Fld./24E. **TWEB.**
VHF/DF—contact Homer FSS.
ILS/DME 109.3 I–HOM Chan 30 Rwy 21. Lczr Approach only. BC unusable beyond 15° right of course. BC unusable beyond 12.8 NM blw 3600′. BC unusable beyond 10 NM blw 2700′.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Local call to Homer FSS dial 235–8588. ATIS operated by Homer FSS.

HOMER–BELUGA LAKE SEAPLANE (5BL) 1 E N59°38.68′ W151°30.13′ UTC−9(−8DT) **SEWARD**

25 –30 NE–SW
FUEL —(NC–100)
SEAPLANE REMARKS —Unattended. Sfc cond not monitored recommend visual inspection prior to using. Freq recreational use. TPA 1000′ AGL for fixed wing acft, 600′ AGL and below for rotary acft. Waterway SW rgt tfc.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS HOMER HOM 1500–0630Z‡ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



LOC/DME I-HOM	APP CRS	Rwy Idg	6701
109.3	211°	TDZE	84
Chan 30		Apt Elev	84

LOC/DME BC RWY 21

HOMER (HOM) (PAHO)

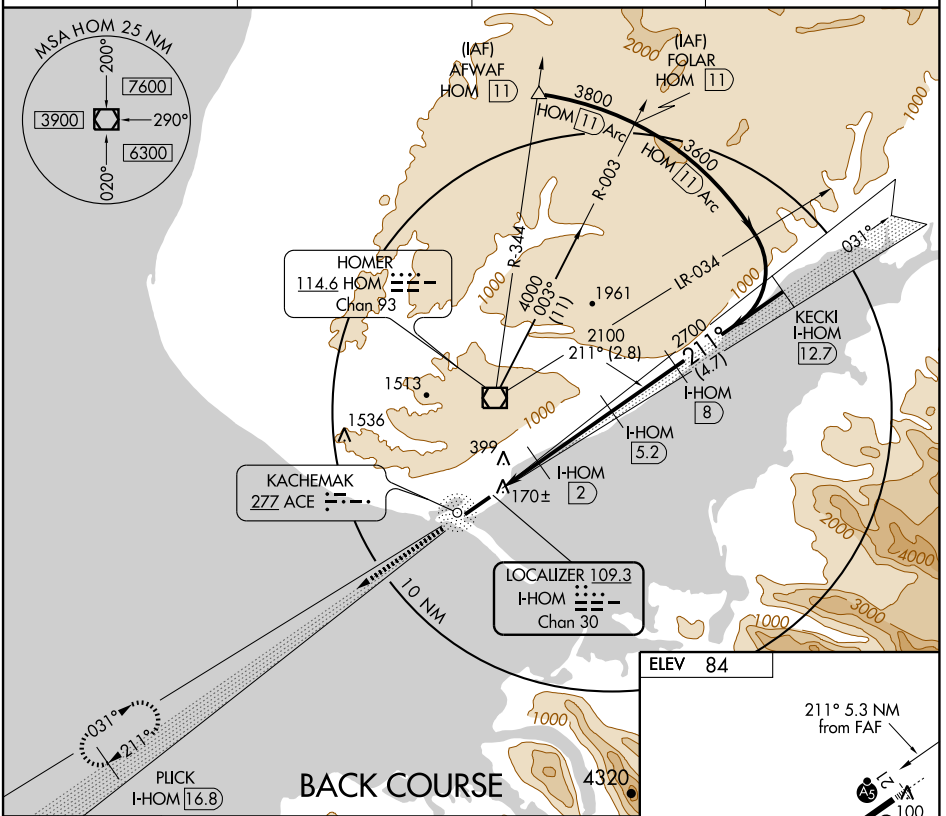
Circling not authorized Northwest of Rwy 3-21.

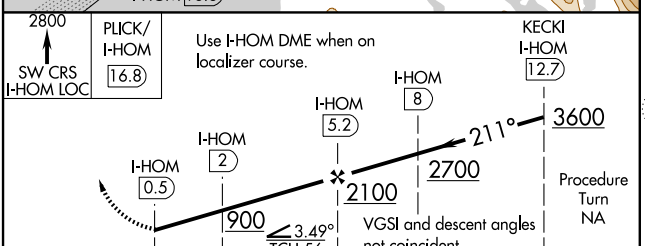
MALSR

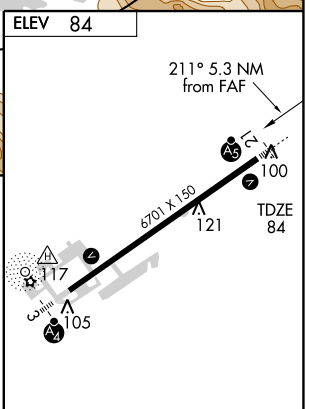
MISSED APPROACH: Climb to 2800 via SW course I-HOM LOC to PLICK/I-HOM 16.8 DME and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05

AK, 23 SEP 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-21	420-1	336 (400-1)		
CIRCLING	540-1 456 (500-1)		540-1½ 456 (500-1½)	640-2 556 (600-2)

HIRL Rwy 3-21 L

Knots	60	90	120	150	180
Min:Sec					

59° 39′ N-151° 29′ W

HOMER (HOM) (PAHO)
LOC/DME BC RWY 21

LOC/DME I-HOM	APP CRS	Rwy Idg	6701
109.3	031°	TDZE	78
Chan 30		Apt Elev	84

LOC/DME RWY 3

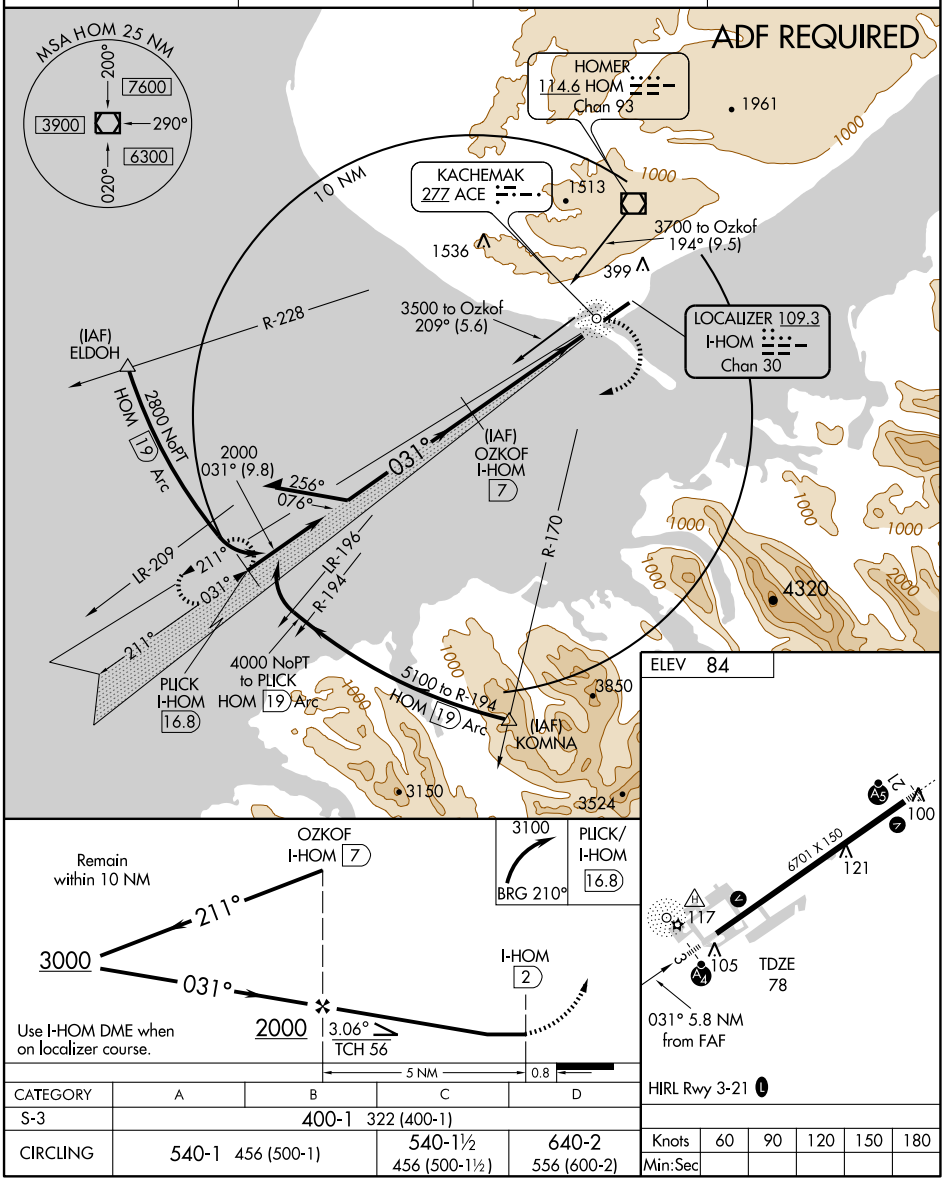
HOMER (HOM) (PAHO)

Circling not authorized northwest of Rwy 3-21. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 3100 via 210° bearing from ACE NDB to PLICK/I-HOM 16.8 DME and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05



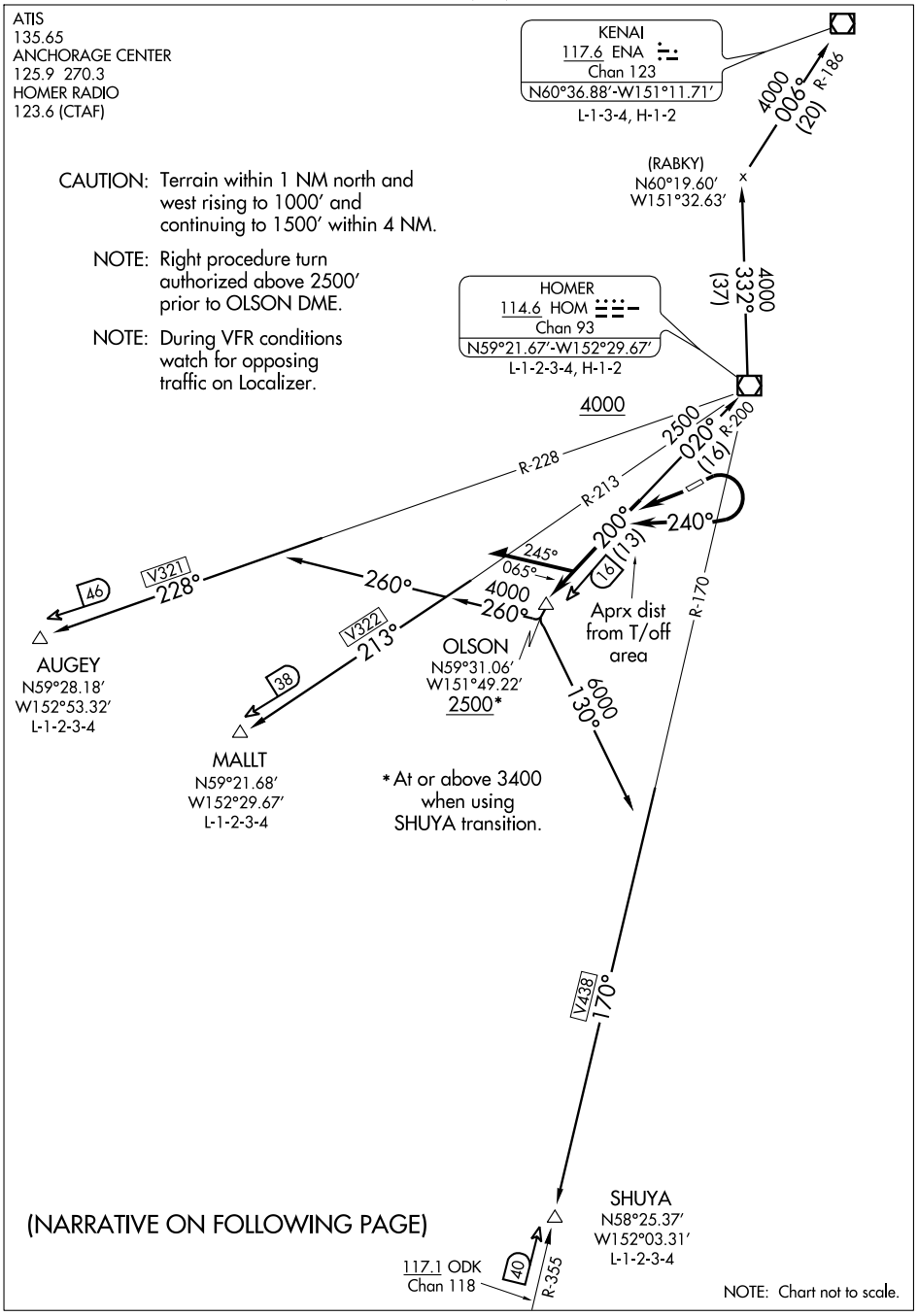
CATEGORY	A	B	C	D
S-3	400-1 322 (400-1)			
CIRCLING	540-1 456 (500-1)		540-1½ 456 (500-1½)	640-2 556 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

OLSON TWO DEPARTURE

SL-1236 (FAA)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing right turn heading 240° to intercept and track outbound on HOM R-200 to OLSON DME.
TAKE-OFF RUNWAY 21: Climb on runway heading to intercept and track outbound on HOM R-200 to OLSON DME.
AUGEY TRANSITION (OLSON2.AUGEY): From OLSON DME right turn to 260° heading and V321 to AUGEY INT.
HOMER TRANSITION (OLSON2.HOM): From OLSON DME via HOM R-200 to HOM VOR/DME.
KENAI TRANSITION (OLSON2.ENA): From OLSON DME via HOM R-200 to HOM VOR/DME, then via HOM R-332 and ENA R-186 to ENA VOR/DME.
MALLT TRANSITION (OLSON2.MALLT): From OLSON DME right turn to 260° heading and V322 to MALLT INT.
SHUYA TRANSITION (OLSON2.SHUYA): From OLSON DME left turn to 130° heading and V438 to SHUYA INT.

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 3

HOMER (HOM) (PAHO)

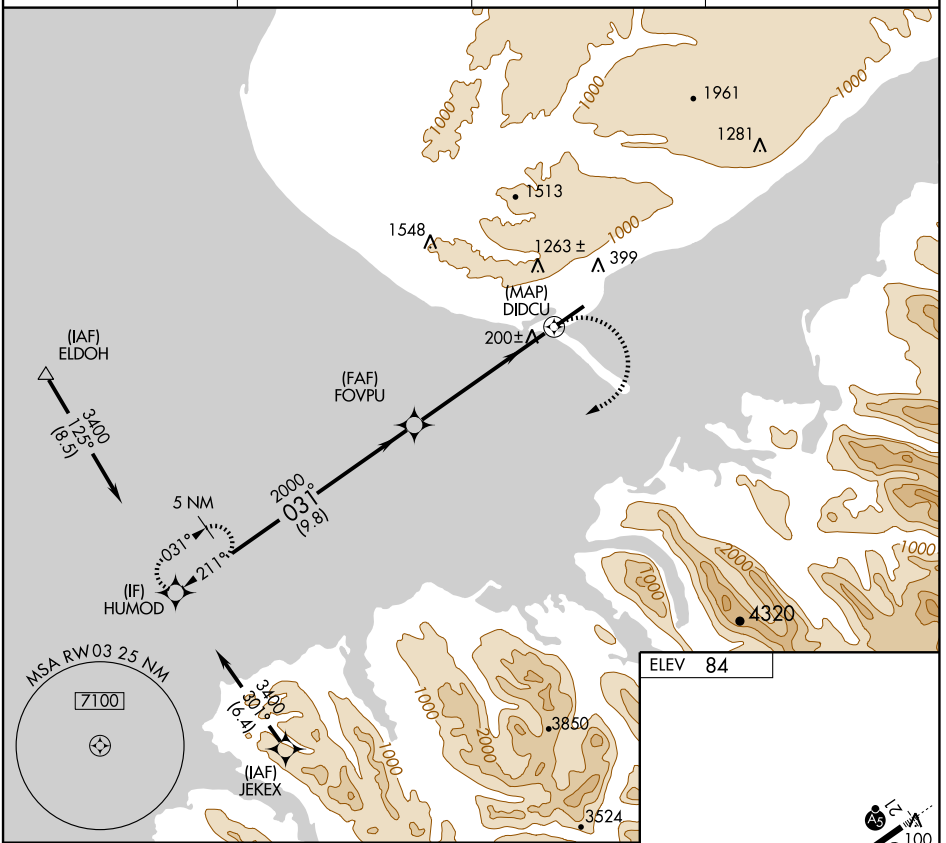
APP CRS	Rwy Idg	6701
031°	TDZE	78
	Apt Elev	84

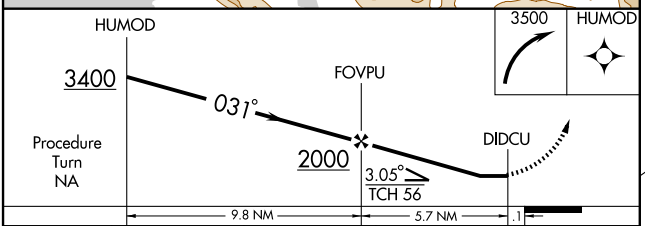
Circling not authorized northwest of Rwy 3-21. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climbing right turn to 3500 direct HUMOD and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05





CATEGORY	A	B	C	D
LNAV MDA	540-1 462 (500-1)		540-1½ 462 (500-1½)	
CIRCLING	540-1 456 (500-1)		540-1½ 456 (500-1½)	640-2 556 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 21

HOMER (HOM) (PAHO)

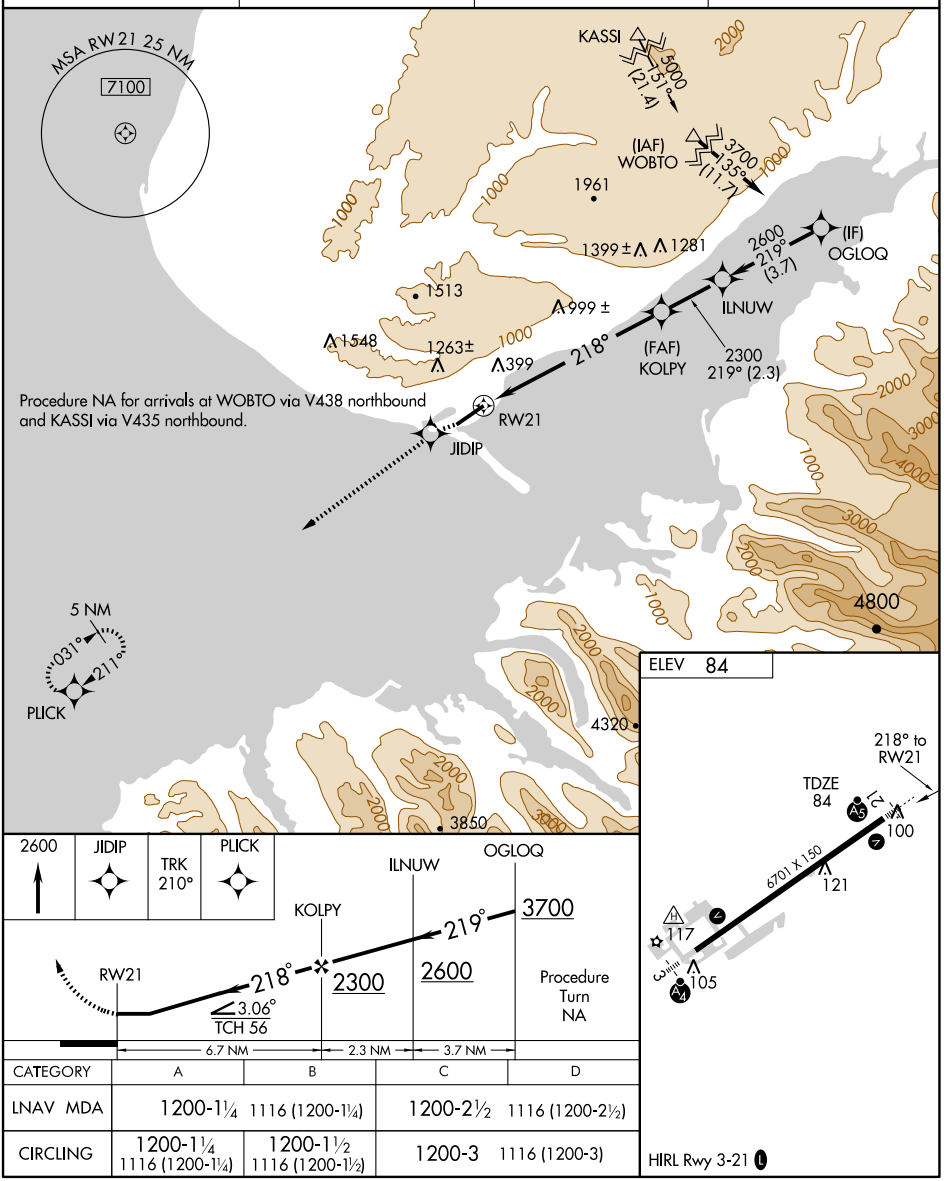
APP CRS	Rwy Idg	6701
218°	TDZE	84
	Apt Elev	84

Inoperative table does not apply to Cat A. For inoperative MALSR, increase LNAV MDA Cat B visibilty to 1½ mile. Circling not authorized Northwest of Rwy 3-21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2600 direct JIDIP and via 210° track to PLICK and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05



CATEGORY	A	B	C	D
LNAV MDA	1200-1¼ 1116 (1200-1¼)		1200-2½ 1116 (1200-2½)	
CIRCLING	1200-1¼ 1116 (1200-1¼)	1200-1½ 1116 (1200-1½)	1200-3 1116 (1200-3)	

HIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6701
CH 86302	031°	TDZE	78
W03A		Apt Elev	84

RNAV (GPS) Z RWY 3

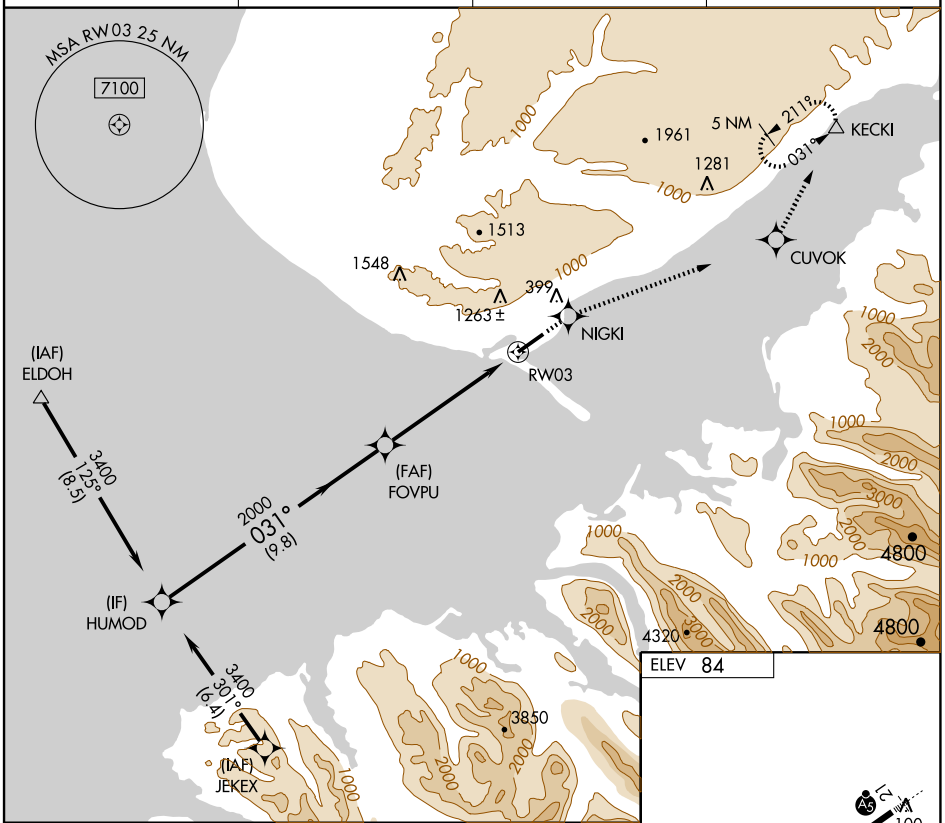
HOMER (HOM) (PAHO)

T Inoperative table does not apply.
W DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MALSF

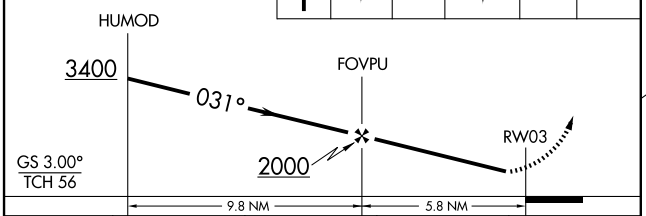
MISSED APPROACH: Climb to 3400 direct NIGKI and via 046° track to CUVOK and 004° track to KECKI and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05

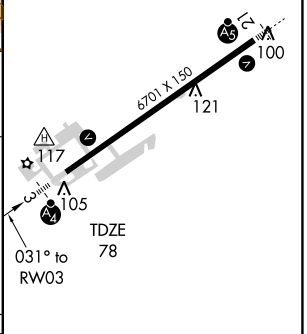


3400	NIGKI	TRK 046°	CUVOK	TRK 004°	KECKI

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	333-1	255 (300-1)		



HIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 21

HOMER (HOM) (PAHO)

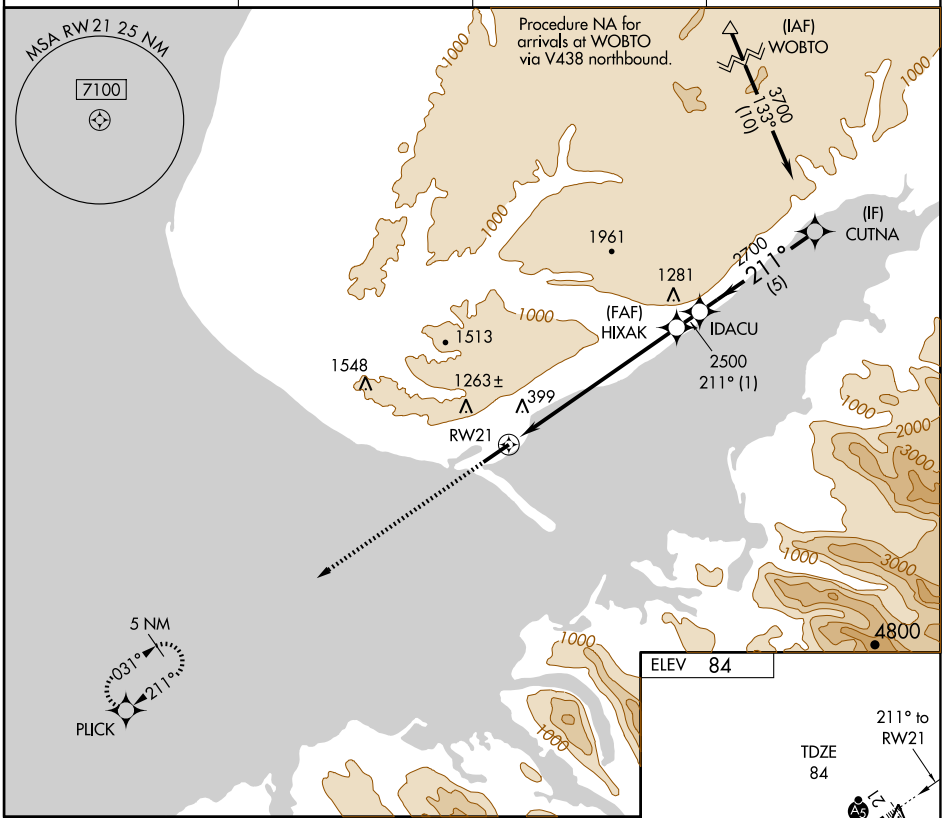
WAAS	APP CRS	Rwy Idg	6701
CH 82402	211°	TDZE	84
W21A		Apt Elev	84

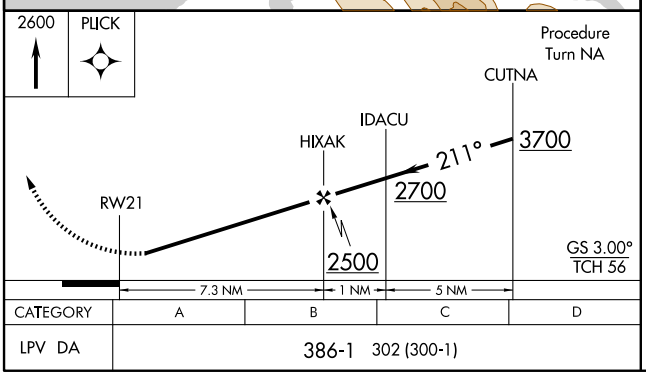
T W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

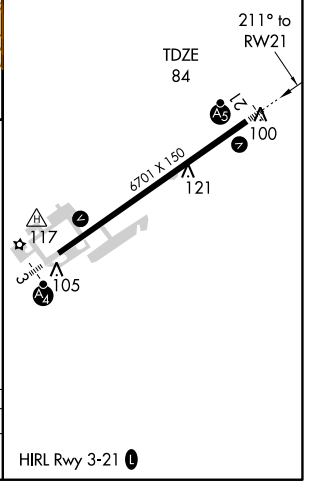
MISSED APPROACH: Climb to 2600 direct PLICK and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05





CATEGORY	A	B	C	D
LPV DA	386-1	302 (300-1)		



HIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **HOONAH SEAPLANE** (OOH) 0 W N58°06.73′ W135°27.11′ UTC−9(−8DT) **JUNEAU**

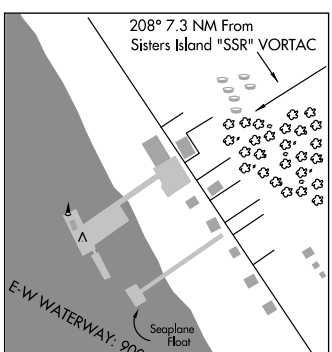
P 00 –90 E–W

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp. Be alert: Zip–line 6 cables 1 NM north of SPB from 200′–1600′ uncharted and unlgtd. NOTE: See Special Notices—Hoonah, Alaska Icy Strait ''Zip Line''.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS JUNEAU JNU–NOTAM HNH)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. When avbl WX reports hourly only.



§ **HOOPER BAY** (HPB) (PAHP) 2 SW N61°31.43′ W166°08.80′ UTC−9(−8DT) **BETHEL**

P 13 B L4, 5, 9 ① H33(ASP–GVL) 13–31 **L–3B**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy restricted to 50,000 lbs GWT May 1 to Dec 1. Rwy 13–31 asphalt severly deteriorated (570′ of rwy center is gravel). Rwy 31 one VASI box sheered off stand and unusable. Windsock unreliable. Rwy 13–31 also marked with thld panels and cones. ACTIVATE MIRL Rwy 13–13 and VASI Rwys 13 and 31 and ODALS Rwy 31—123.0. ①Rwy 13. Rwy 31. **IAP**

WEATHER DATA SOURCES —(AWOS–3 135.1 907–758–4211) (TWEB HPB 115.2)

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS KENAI ENA–NOTAM HPB)

RCO —122.4 (KENAI FSS)

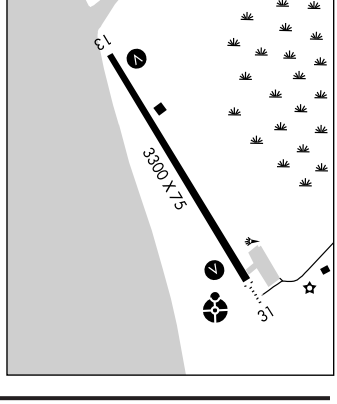
RADIO AIDS TO NAVIGATION

(H) ABVORW/DME 115.2 HPB Chan 99 N61°30.86′ W166°08.07′ At Fld. 13/13E. **TWEB.**

VOR Unusable:

358°–013° byd 22 NM blw 3500′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



HOOPER BAY N61°30.86′ W166°08.07′ **BETHEL**

(H)ABVORW/DME 115.2 HPB Chan 99 at Hooper Bay. 13/13E. **TWEB.** **H–2J, L–3B**

VOR unusable:

358°–013° byd 22 NM blw 3500′.

HOPE BC N49°23.19′ W121°25.45′ **H–1D, 1E**

NDB(HW) 245 HE 230° 3.1 NM to Hope BC./19E.

APP CRS	Rwy Idg	3300
136°	TDZE	13
	Apt Elev	13

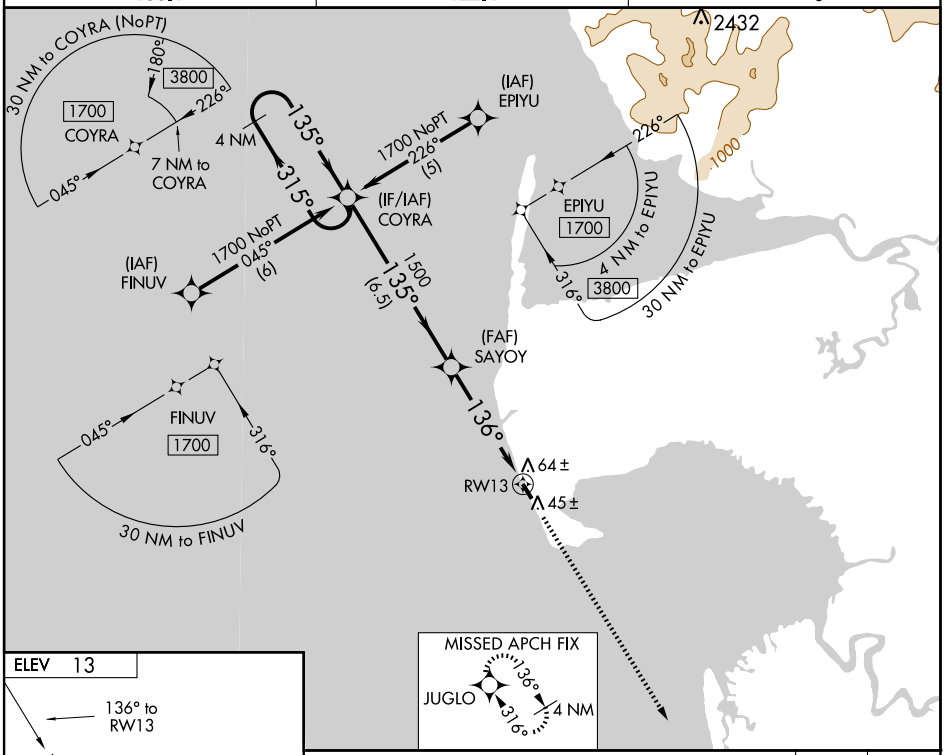
RNAV (GPS) RWY 13

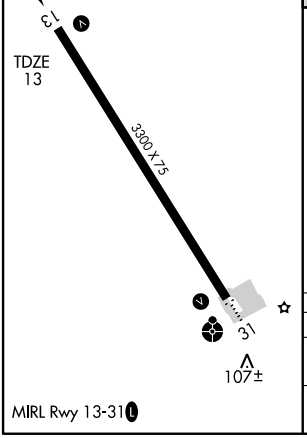
HOOPER BAY (HPB) (PAHP)

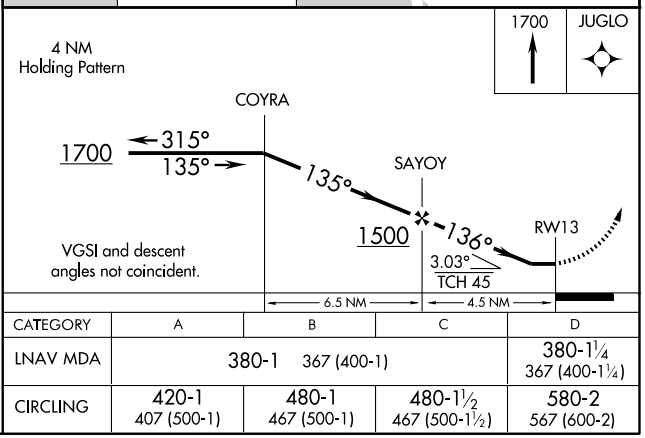
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct JUGLO and hold.

AWOS-3	KENAI RADIO	CTAF
135.1	122.4	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	380-1 367 (400-1)			380-1¼ 367 (400-1¼)
CIRCLING	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3300
316°	TDZE	13
	Apt Elev	13

RNAV (GPS) RWY 31

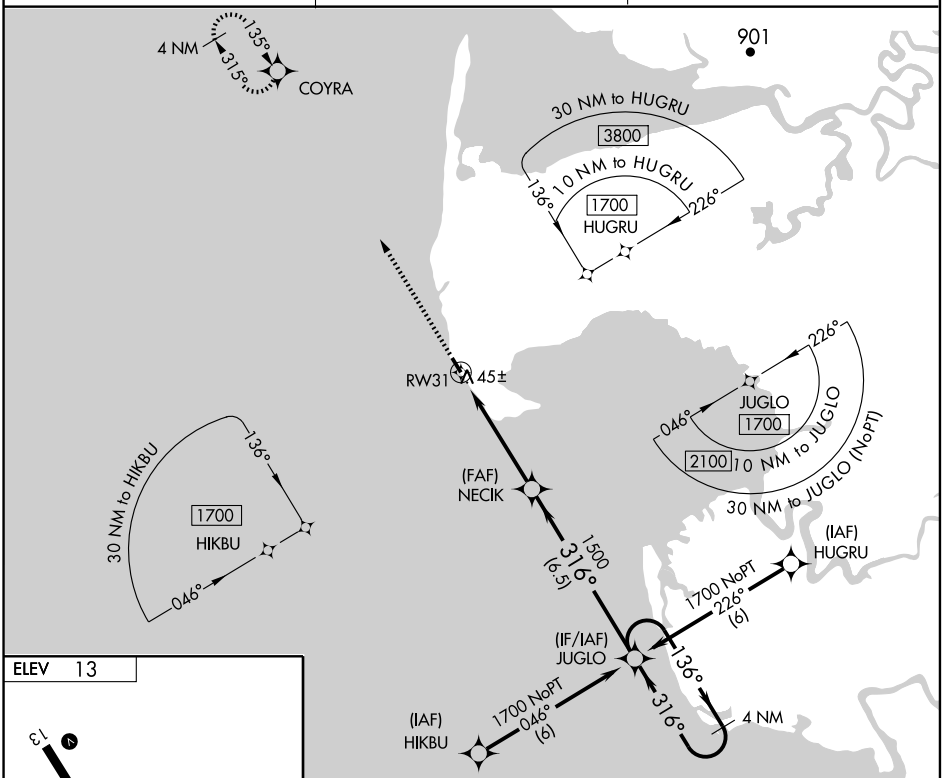
HOOPER BAY (HPB) (PAHP)

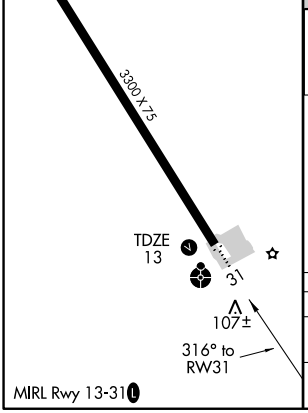
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and Cats C/D visibility ¼ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

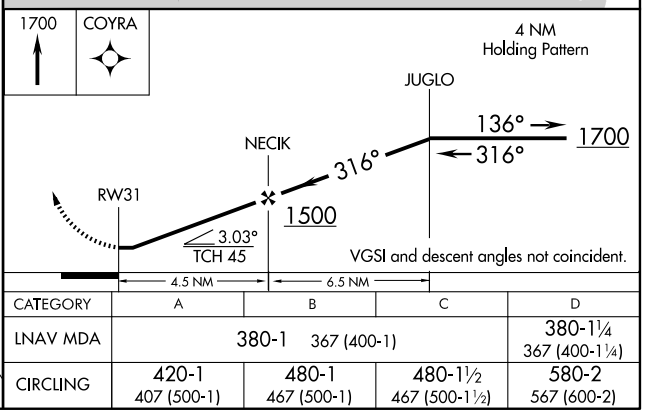
ODALS

MISSED APPROACH: Climb to 1700 direct COYRA and hold.

AWOS-3	KENAI RADIO	CTAF
135.1	122.4	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	380-1 367 (400-1)			380-1¼ 367 (400-1¼)
CIRCLING	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME HPB	APP CRS	Rwy Idg	3300
115.2	313°	TDZE	13
Chan 99		Apt Elev	13

VOR/DME RWY 31

HOOPER BAY (HPB) (PAHP)

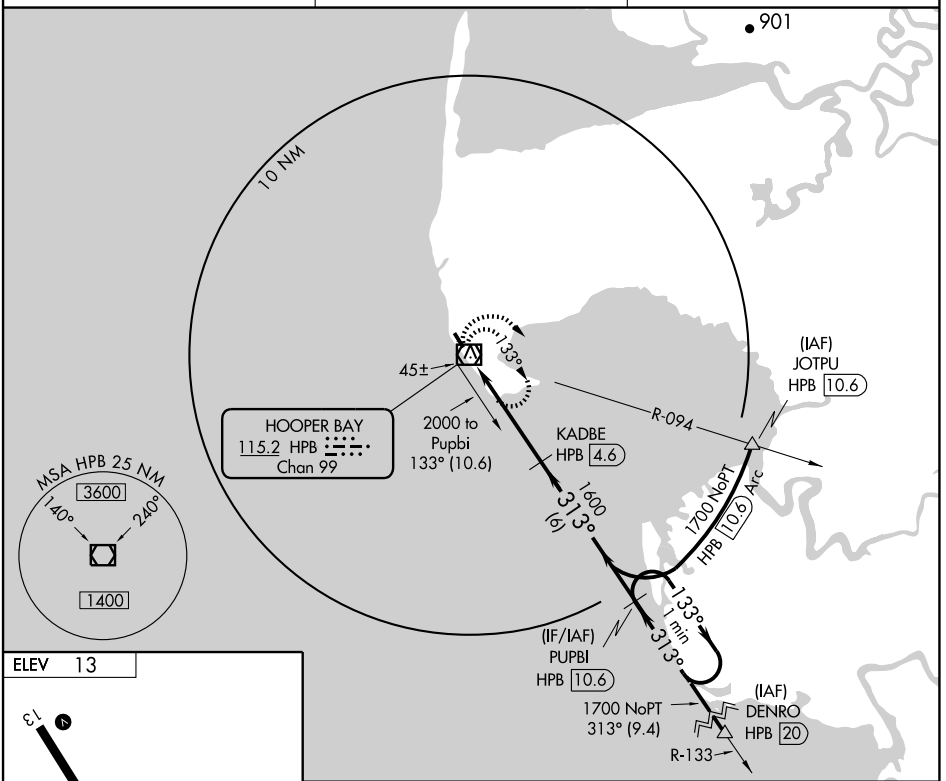
When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and S-31 Cats C/D visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.

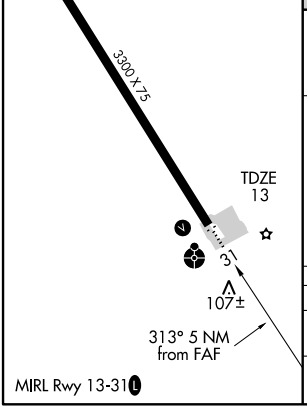
ODALS

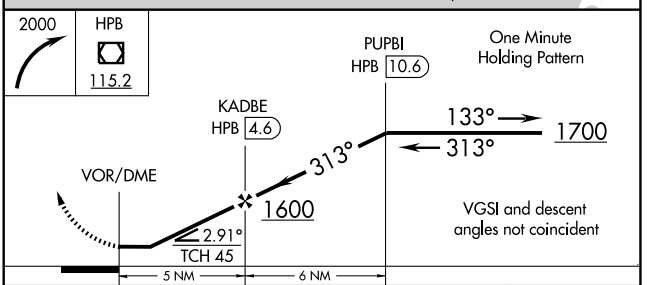
MISSED APPROACH: Climbing right turn to 2000 in HPB VOR/DME holding pattern.

AWOS-3	KENAI RADIO	CTAF
135.1	122.4	123.0 L

AK, 23 SEP 2010 to 18 NOV 2010







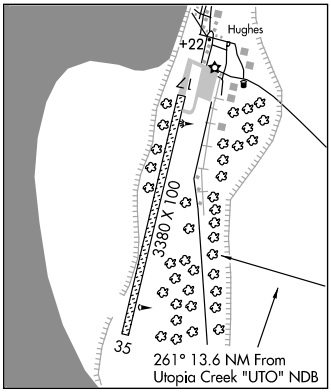
CATEGORY	A	B	C	D
S-31	380-1 367 (400-1)			380-1¼ 367 (400-1¼)
CIRCLING	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

§ **HUGHES** (HUS) (PAHU) 1 SW N66°02.35′ W154°15.88′ UTC−9(−8DT) **FAIRBANKS**
P 299 BL4 34(GVL) 17–35 **L–4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter, monitor CTAF. South safety area soft and rutted with grvl piles up to 8″. Rwy 17 trees encroaching along Rwy 17–35 boundary. ACTIVATE MIRL Rwy 17–35—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



HUNT STRIP (See WASILLA)

§ **HUSLIA** (HLA) (PAHL) 1 E N65°41.87′ W156°21.08′ UTC−9(−8DT) **FAIRBANKS**
P 220 BL4, 10①, 12② 40(GVL) 03–21 **H–1A, L–4I**

AIRPORT REMARKS —Unattended. Rwy condition unmonitored, recommend visual inspection prior to ldg. Rwy 21 slope 0.3% up SW. Tiedown ropes not provided. Snow removal during winter months, monitor CTAF. Rwy 03–21 soft when wet. ACTIVATE MIRL Rwy 03–21, PAPI and REIL Rwy 03 and Rwy 21—CTAF. ①Rwy 03 and Rwy 21 ②Rwy 03, TCH 25′. GS 3.0°. Rwy 21, TCH 25′. GS 3.0°. **IAP**

WEATHER DATA SOURCES —(AWOS–3 135.75 907–829–2282) (TWEB HSL 117.4) (WX CAM).

COMMUNICATIONS—(CTAF–122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM HLA)
ANCHORAGE CENTER APP/DEP CON —290.2 127.0
RCO —122.4 (FAIRBANKS FSS)

RADIO AIDS TO NAVIGATION—
(H) ABVOR/DME 117.4 HSL Chan 121 N65°42.47′ W156°21.79′ at fld. 122/19E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

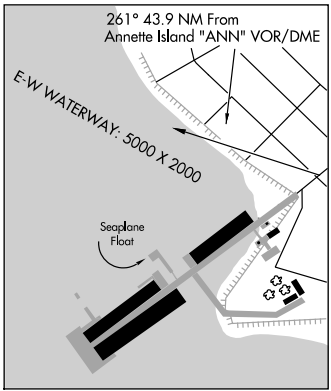
§ **HYDABURG SEAPLANE** (HYG) (PAHY) 0 SW N55°12.38′ W132°49.70′ UTC−9(−8DT) **KETCHIKAN**
P 00 –50 E–W

SEAPLANE REMARKS —Unattended. Dock. Boat tfc in harbor. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES—(AWOS–3 135.65 907–285–3888) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM HYG OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500.



RNAV (GPS) RWY 3

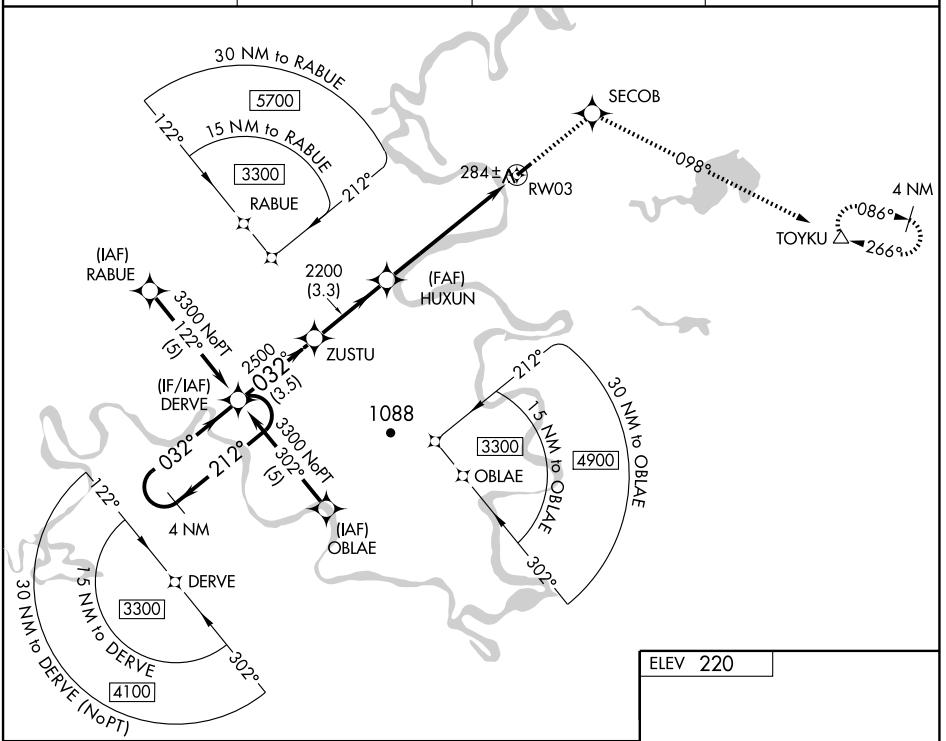
HUSLIA (HLA)(PAHL)

WAAS CH 42608 W03A	APP CRS 032°	Rwy Idg 4000 TDZE 220 Apt Elev 220

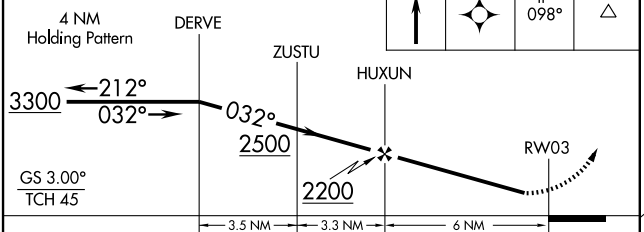
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

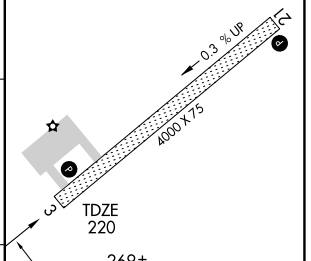
MISSED APPROACH: Climb to 3500 direct SECOB and via 098° track to TOYKU and hold, continue climb-in-hold to 3500.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	UNICOM
135.75	127.0 290.2	122.4	122.8 (CTAF) L



VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA	525-1 305 (400-1)			
LNAV/VNAV DA	567-1¼ 347 (400-1¼)			
LNAV MDA	540-1 320 (400-1)			
CIRCLING	600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

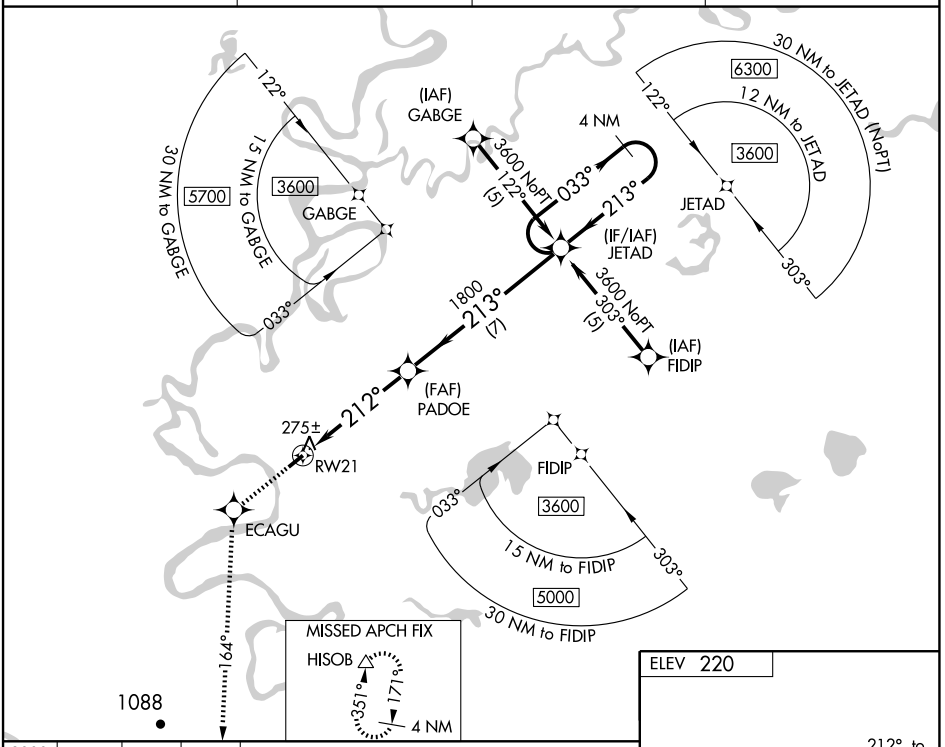
HUSLIA (HLA)(PAHL)

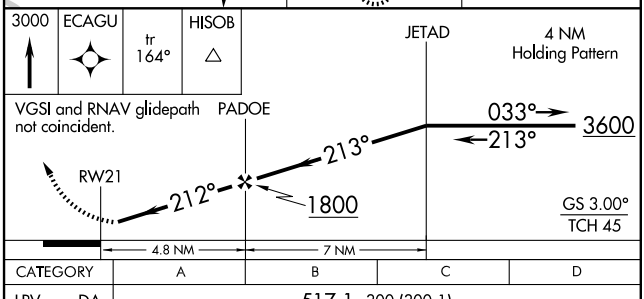
WAAS CH 61108 W21A	APP CRS 212°	Rwy Idg 4000 TDZE 217 Apt Elev 220

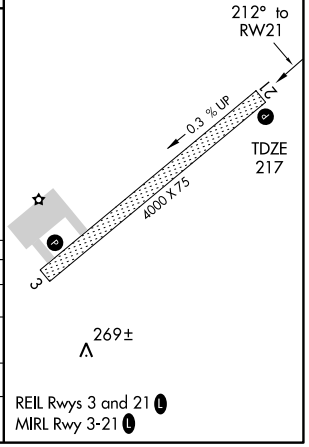
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	UNICOM
135.75	127.0 290.2	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	517-1 300 (300-1)			
LNAV/VNAV DA	549-1¼ 332 (400-1¼)			
LNAV MDA	540-1 323 (400-1)			
CIRCLING	600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

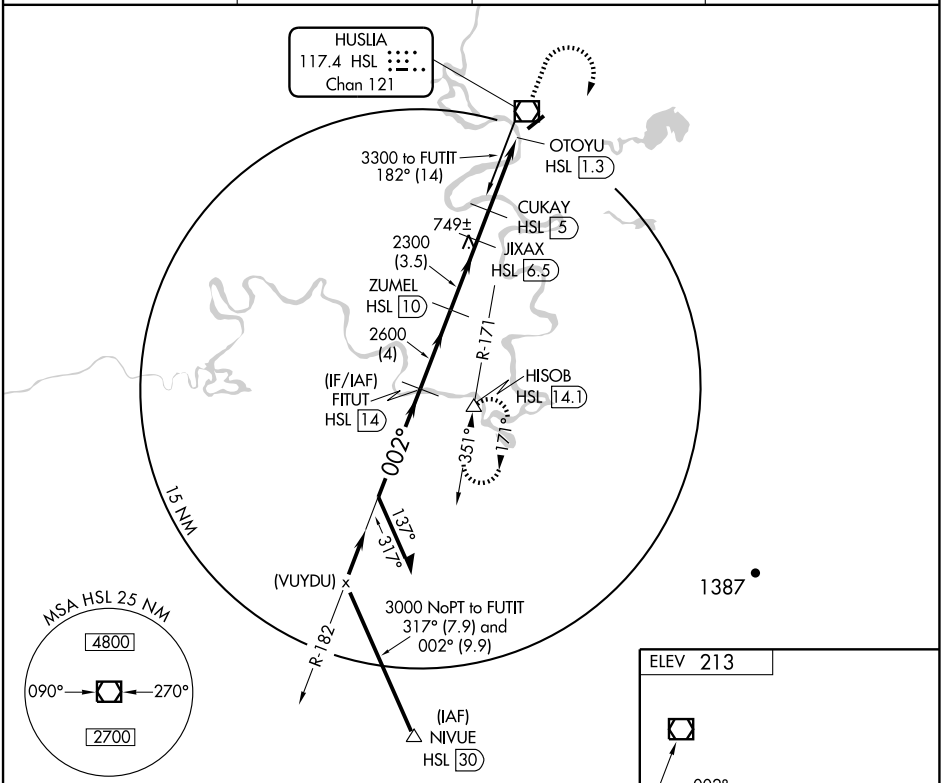
VOR/DME HSL	APP CRS	Rwy Idg	4000
117.4	002°	TDZE	213
Chan 121		Apt Elev	213

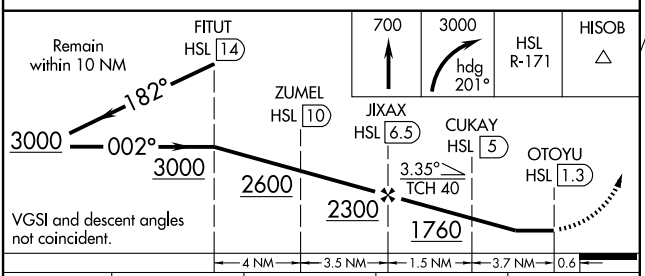
VOR/DME RWY 3

HUSLIA (HLA)(PAHL)

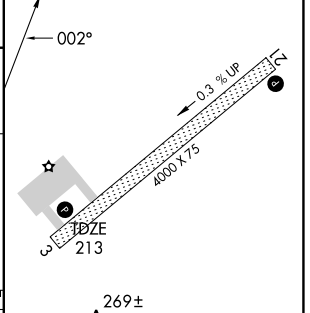
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 via heading 201° and HSL R-171 to HISOB/14.1 DME and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	UNICOM
135.75	127.0 290.2	122.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-3	520-1 307 (400-1)			
CIRCLING	580-1 367 (400-1)	680-1 467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

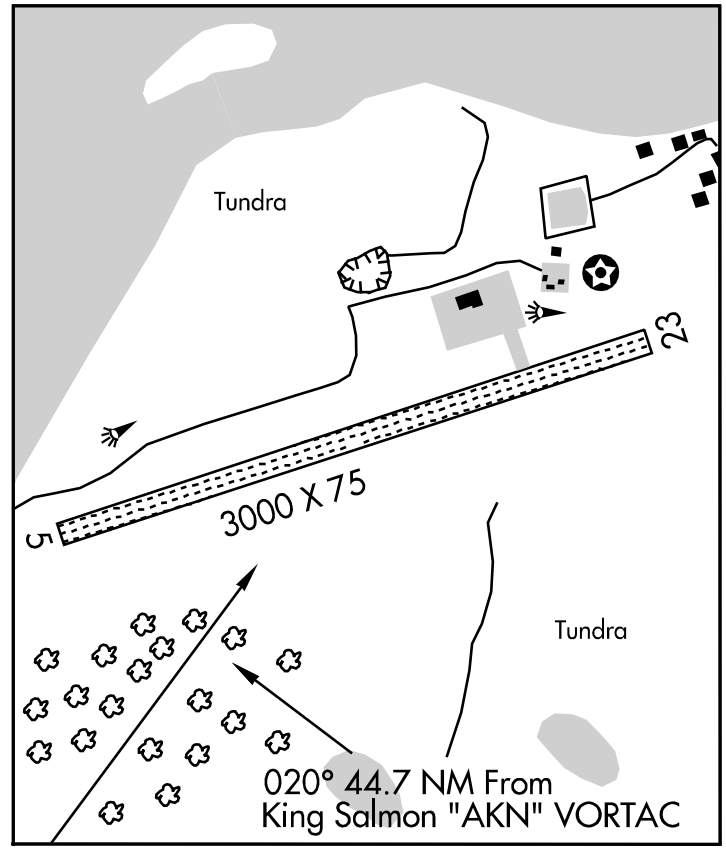
§ **IGIUGIG** (IGG) (PAIG) 0 S N59°19.44′ W155°54.11′ UTC−9(−8 DT) **KODIAK**
P 90 BL 4 30(GVL) 05–23 **L–2J, 3C**
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Not maintained. Rwy 23 slope 0.6% up SW. Rwy 05–23 soft during spring breakup and after heavy rain. Rwy 05–23 up to 6″ deep circular ruts near thld Rwy 23. Soft sfc near Rwy 23 thld. Rwy 05 and Rwy 23 NSTD markings, rwys marked with reflective cones. Rwy edge lgts white full length rwy. ACTIVATE MIRL Rwy 05–23, rotating bcn and windcone lgts—CTAF. ①Rwy 05, Rwy 23.

WEATHER DATA SOURCES—(ASOS 119.925 907–533–3350) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡–NOTAM IGG OT CTC KENAI ENA)
ANCHORAGE APP/DEP CON —118.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



ILIAMNA FSS –123.6 122.2(V) (May 15–Oct 15 1445–0645Z‡ OT CTC KENAI FSS) ASOS 134.95 when ILI FSS clsd. ATIS provided on freq 134.95 when Iliamna FSS open.

RNAV (GPS) RWY 5

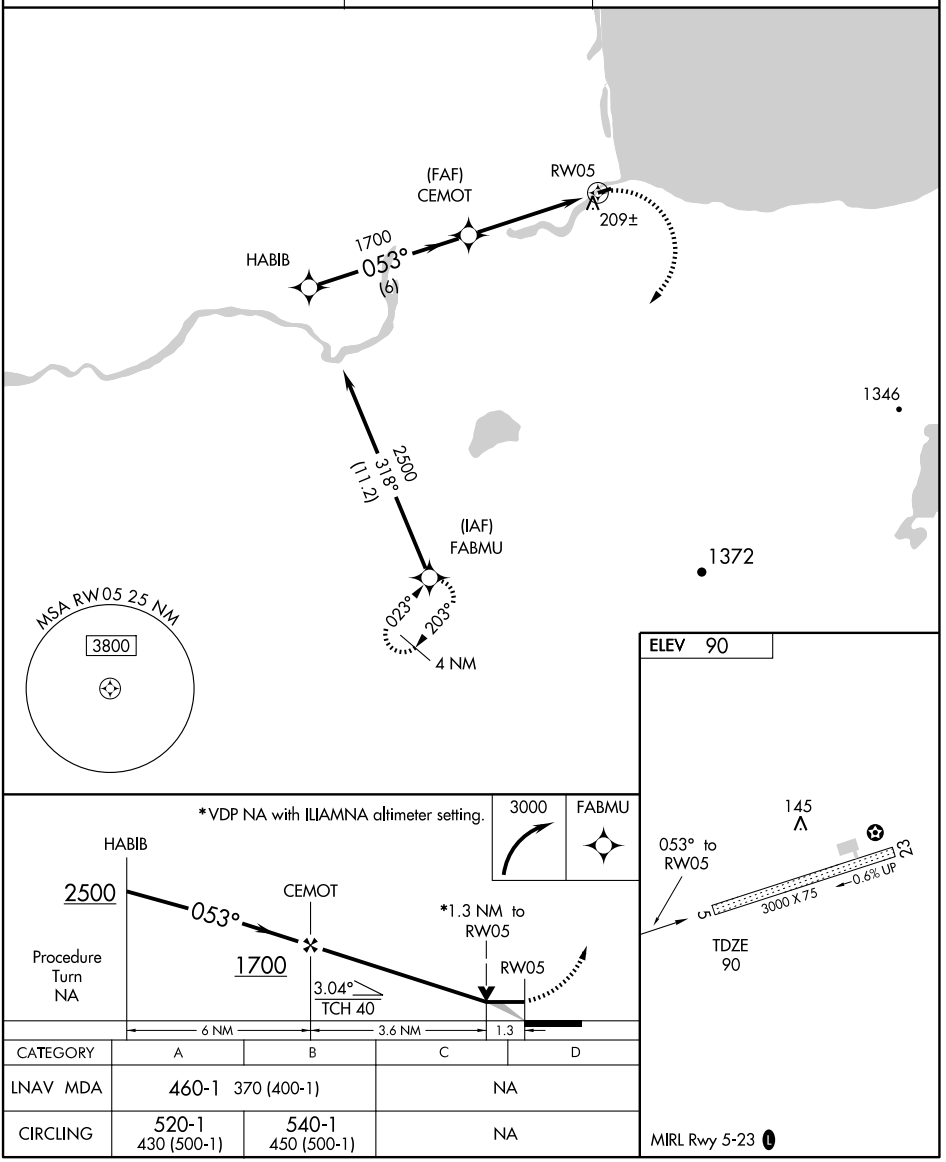
IGIUGIG (IGG)(PAIG)

APP CRS	Rwy Idg	3000
053°	TDZE	90
	Apt Elev	90

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 3000 direct FABMU and hold.

ASOS	ANCHORAGE CENTER	CTAF
119.925	118.8	122.8 (L)



CATEGORY	A	B	C	D
LNAV MDA	460-1 370 (400-1)		NA	
CIRCLING	520-1 430 (500-1)	540-1 450 (500-1)	NA	

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

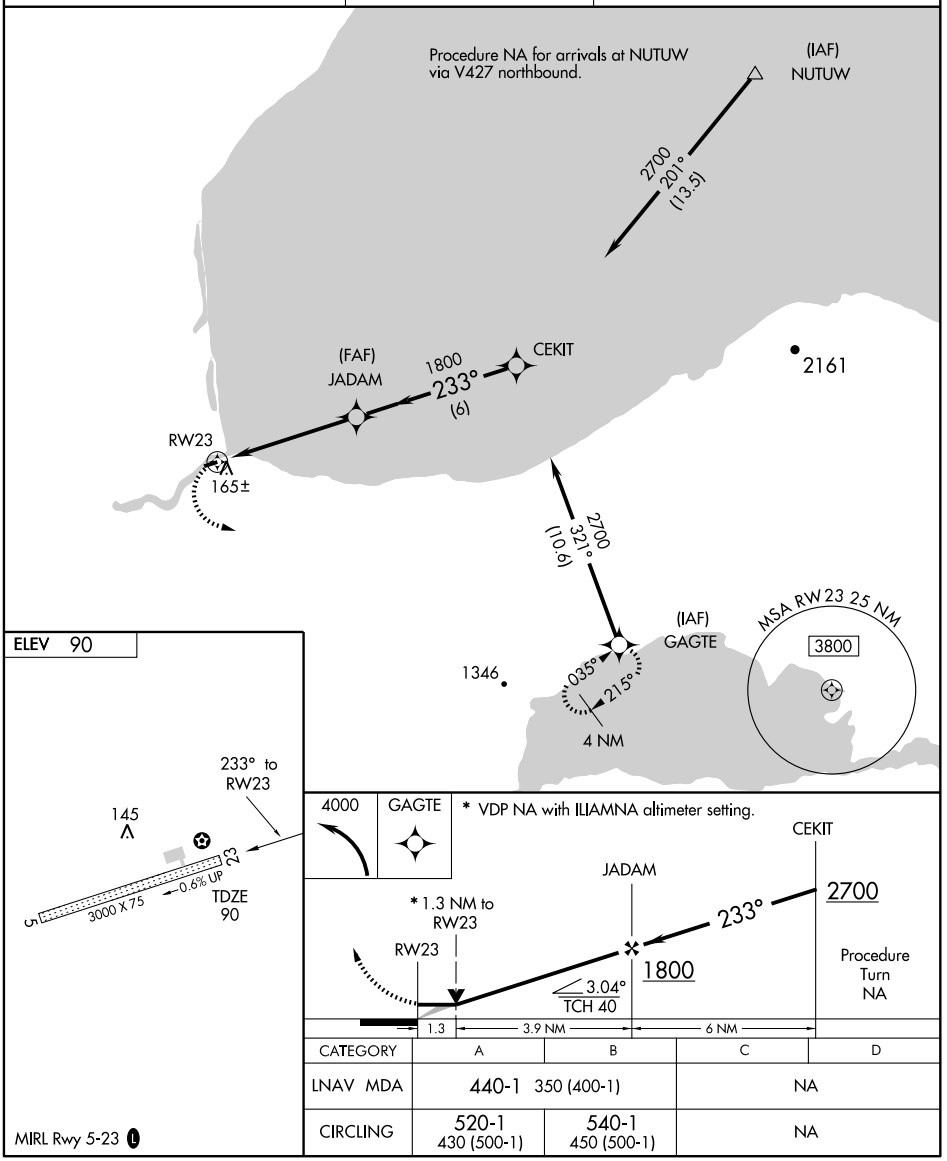
IGIUGIG (IGG)(PAIG)

APP CRS	Rwy Idg	3000
233°	TDZE	90
	Apt Elev	90

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 4000 direct GAGTE and hold.

ASOS	ANCHORAGE CENTER	CTAF
119.925	118.8	122.8 L



CATEGORY	A	B	C	D
LNAV MDA	440-1 350 (400-1)		NA	
CIRCLING	520-1 430 (500-1)	540-1 450 (500-1)	NA	

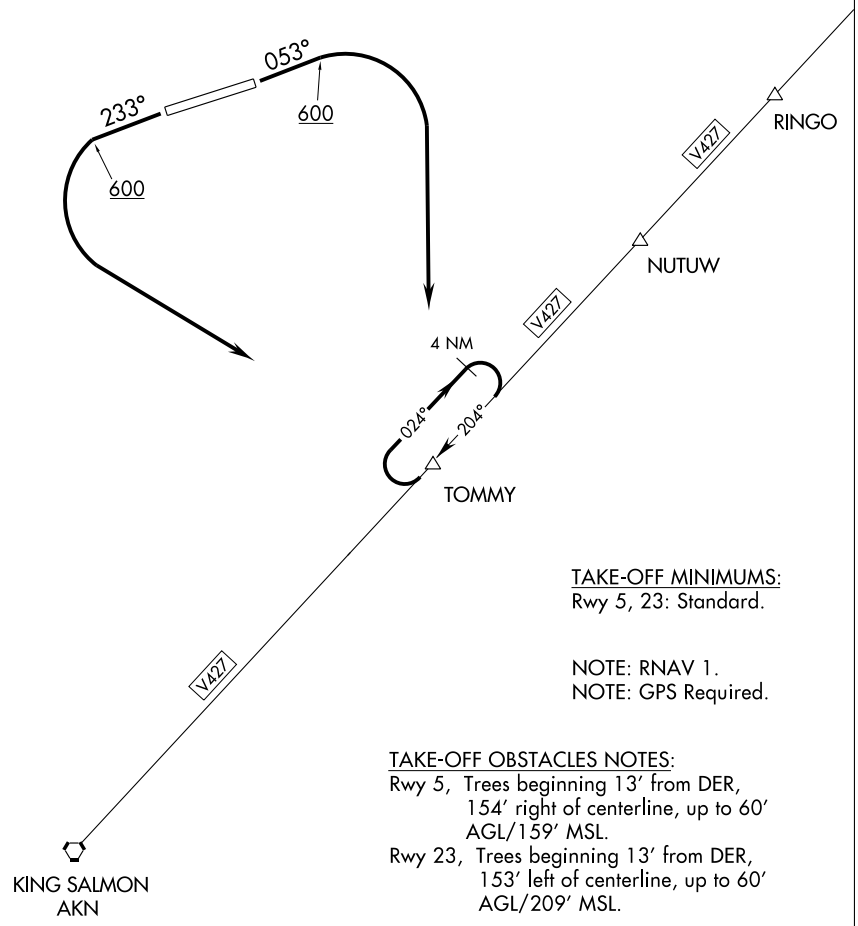
MIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

TOMMY ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
118.8
CTAF 122.8
ASOS
119.925



TAKE-OFF MINIMUMS:
Rwy 5, 23: Standard.

NOTE: RNAV 1.
NOTE: GPS Required.

TAKE-OFF OBSTACLES NOTES:
Rwy 5, Trees beginning 13′ from DER, 154′ right of centerline, up to 60′ AGL/159′ MSL.
Rwy 23, Trees beginning 13′ from DER, 153′ left of centerline, up to 60′ AGL/209′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 053° to 600, then right turn direct TOMMY, thence. . . .
TAKE-OFF RWY 23: Climb heading 233° to 600, then left turn direct TOMMY, thence. . . .

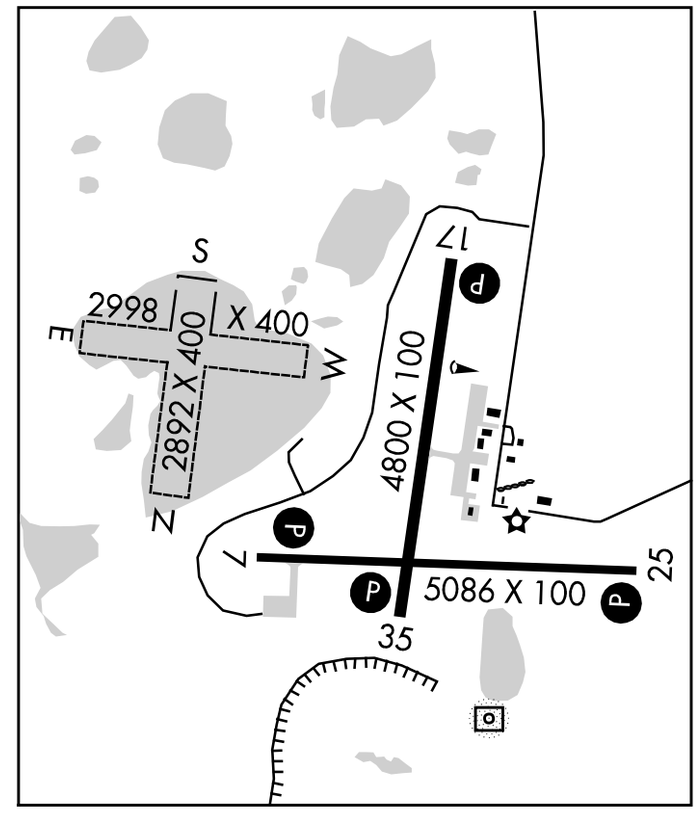
. . . .Climb in TOMMY holding pattern to cross at or above MEA for route of flight, before proceeding on course.

AK, 23 SEP 2010 to 18 NOV 2010

§ **ILIAMNA** (ILI) (PAIL) 3 W N59°45.33′ W154°55.07′ UTC−9(−8 DT) **KODIAK**

P 192 BL 4, 10 ①, 12② 51(ASP–GRVD) 07–25, 17–35, N–S, E–W **H–1B, 2J, L–3D**

FUEL —(NC–100LL, A) **IAP**



AIRPORT REMARKS —Attended Oct–May 1700–0130Z‡, Jun–Sep 1700–0300Z‡. Be Alert: For VFR Arr and Dep procedures see Notice in Section C. Be Alert: No line of sight btn Iliamna Arpt, Pike Lake and East Wind Lake/Strip. Snow removal/ice removal and arpt hazardous reporting only performed during duty hrs unless by prior arrangement in writing with arpt management. Personnel and equipment may be working on the rwy at any time. All taxiing is to be done on active rwys. There are no locked brake turns allowed on rwys. Rwy 25 slope 0.9% up W. Multiple airstrips and float plane basins around the arpt. Numerous low–level helicopter sling load operations within 25 NM WNW arpt. Pilots monitor CTAF and self announce upon entering the area. All safety areas soft. Transient parking designated with green cones. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. When FSS clsd ACTIVATE MIRL Rwys 07–25, 17–35, PAPI Rwy 17, Rwy 35, Rwy 07 and Rwy 25, REIL Rwy 25 and Rwy 35—CTAF. See Section C notices for tfc pattern information. ①Rwy 25, Rwy 35. ②Rwy 17, TCH 30′, GS 3.0°. Rwy 35, TCH 32′, GS 3.0°. Rwy 07, TCH 35′. GS 3.0°. Rwy 25, TCH 35. GS 3.0°.

WEATHER DATA SOURCES—(ASOS 134.95 907–571–1483) (TWEB ILI 411) (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (ATIS 134.95) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡ –NOTAM ILI OT CTC KENAI ENA)

RADIO —123.6 122.2 **(V)** (LAA 123.6)

RCO —123.6 122.2 **(V)** (KENAI FSS) (Oprs hrs Iliamna FSS clsd.)

LAKE CLARK PASS WEST RCO —121.2 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —118.8

AIRSPACE: CLASS E svc 1445–0645Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

NDB(HW–SAB/DME) 411 ILI Chan 91 N59°44.88′ W154°54.58′ At Fld.168/17E. **TWEB.**

VHF/DF —ctc ILIAMNA FSS.

DME unusable:

10°–20° byd 20 NM blw 12000′

20°–50° byd 25 NM blw 13000′

270°–300° byd 25 NM blw 7000′

300°–320° byd 25 NM blw 8000′

RADIO/NAV/WEATHER REMARKS —Iliamna FSS telephone 571–1240. For a toll free call to Kenai FSS, dial 1–866–864–1737. Contract wx obsn avbl 16 Oct–14 May 1445–0645Z‡ on 133.75 (call sign Iliamna wx) or phone 907–571–1240. DME located at 59°45.0′N 154°54.4′W. DME channel 91 paired with VHF freq 114.4. Kenai FSS provides DF service when Iliamna closed. ASOS 134.95 when Iliamna FSS closed. ATIS opr by Iliamna FSS.

NDB/DME ILI 411 Chan 91 (114.4)	APP CRS 003°	Rwy ldg 4800 TDZE 179 Apt Elev 192

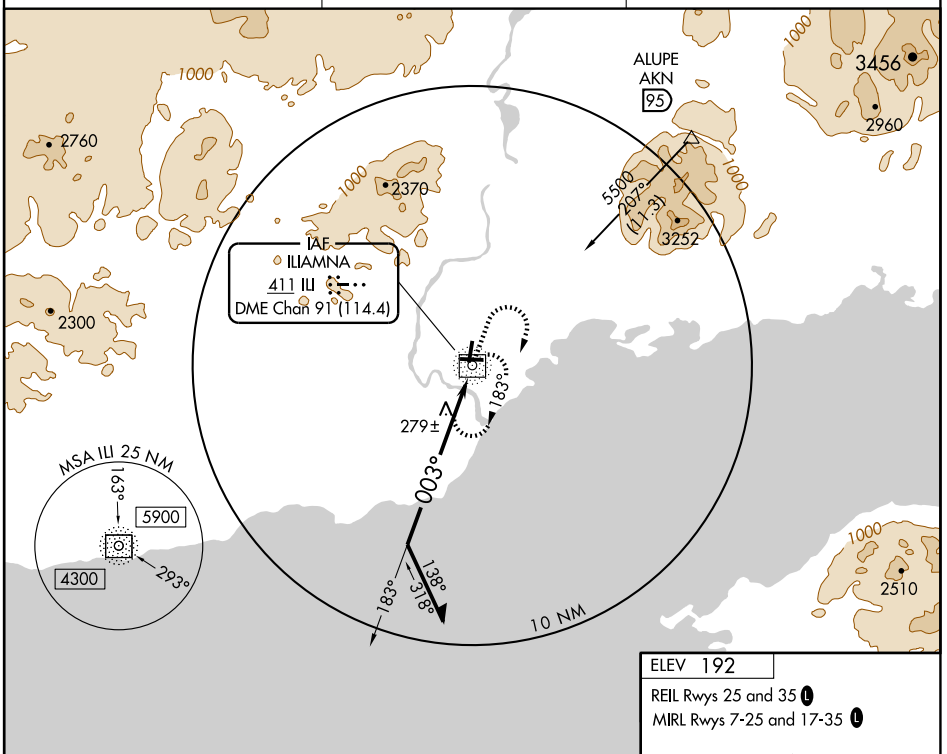
NDB RWY 35

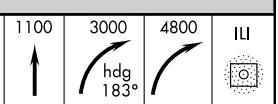
ILIAMNA (ILI) (PAIL)

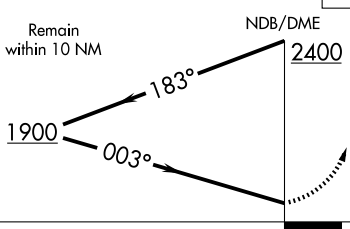
Visibility reduction by helicopters NA.

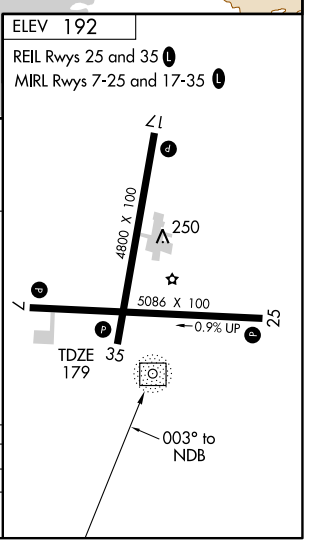
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 183° then climbing right turn to 4800 direct ILI NDB/DME and hold, continue climb-in-hold to 4800. When authorized by ATC, climb-in-hold to 7000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L









CATEGORY	A	B	C	D
S-35	680-1	501 (500-1)	680-1½	501 (500-1½)
CIRCLING	680-1	488 (500-1)	700-1½ 508 (600-1½)	780-2 588 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

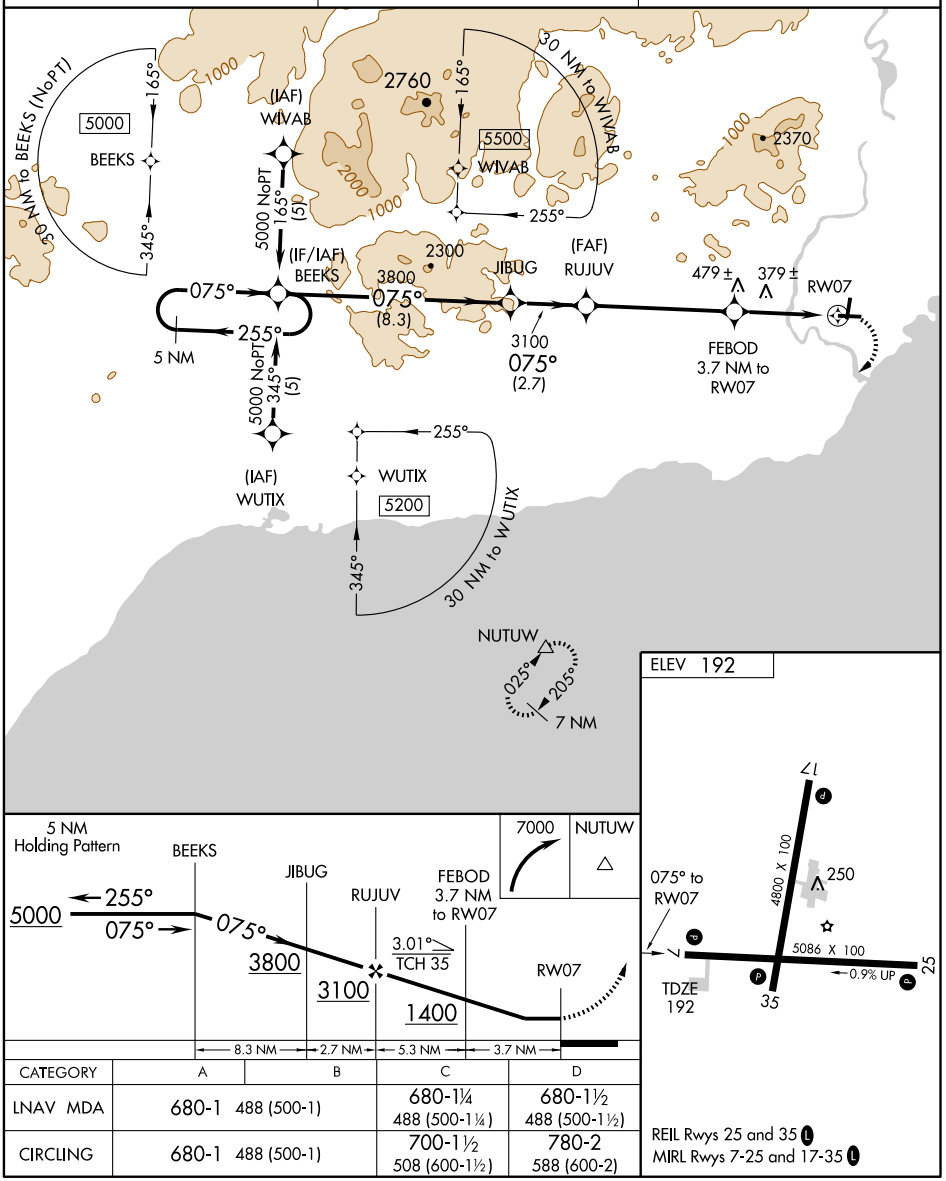
APP CRS	Rwy Idg	5086
075°	TDZE	192
	Apt Elev	192

RNAV (GPS) RWY 7
ILIAMNA (ILI) (PAIL)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 7000 direct NUTUW and hold, continue climb-in-hold 7000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)
CIRCLING	680-1 488 (500-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)

REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

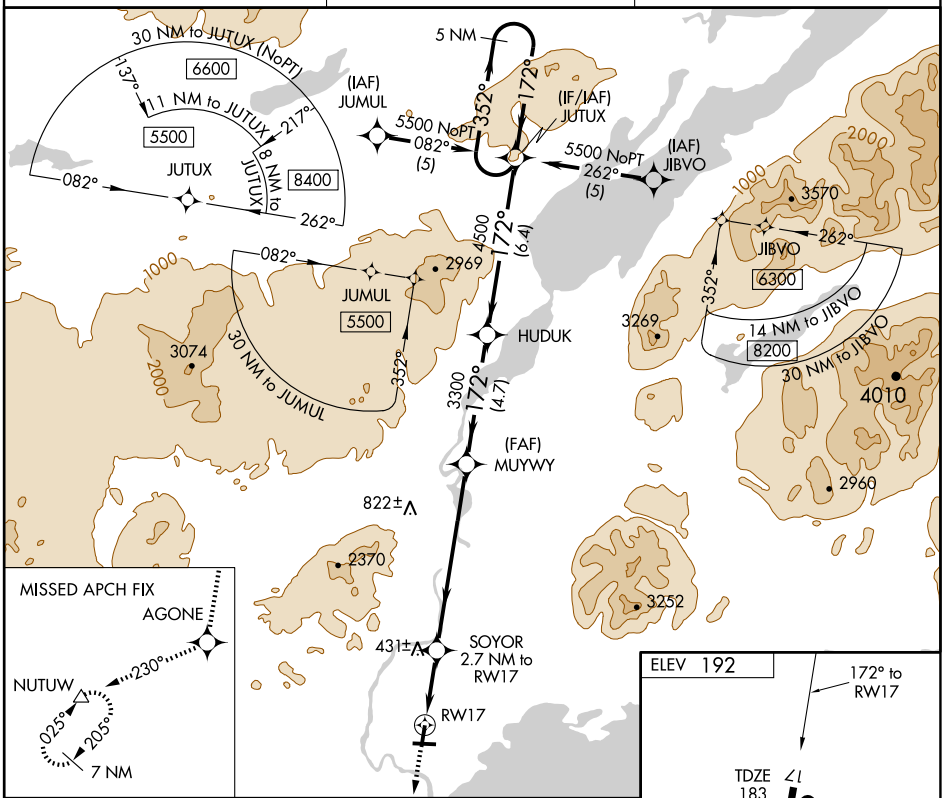
ILIAMNA (ILI) (PAIL)

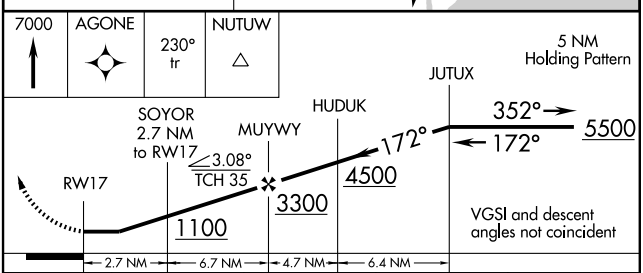
APP CRS	Rwy Idg	4800
172°	TDZE	183
	Apt Elev	192

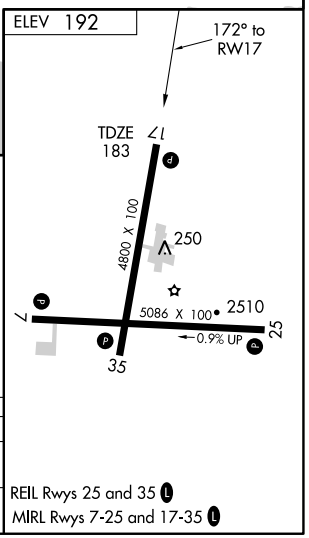
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct AGONE and via 230° track to NUTUW and hold, continue climb-in-hold to 7000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 517 (600-1)		700-1½ 517 (600-1½)	700-1¾ 517 (600-1¾)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)

REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

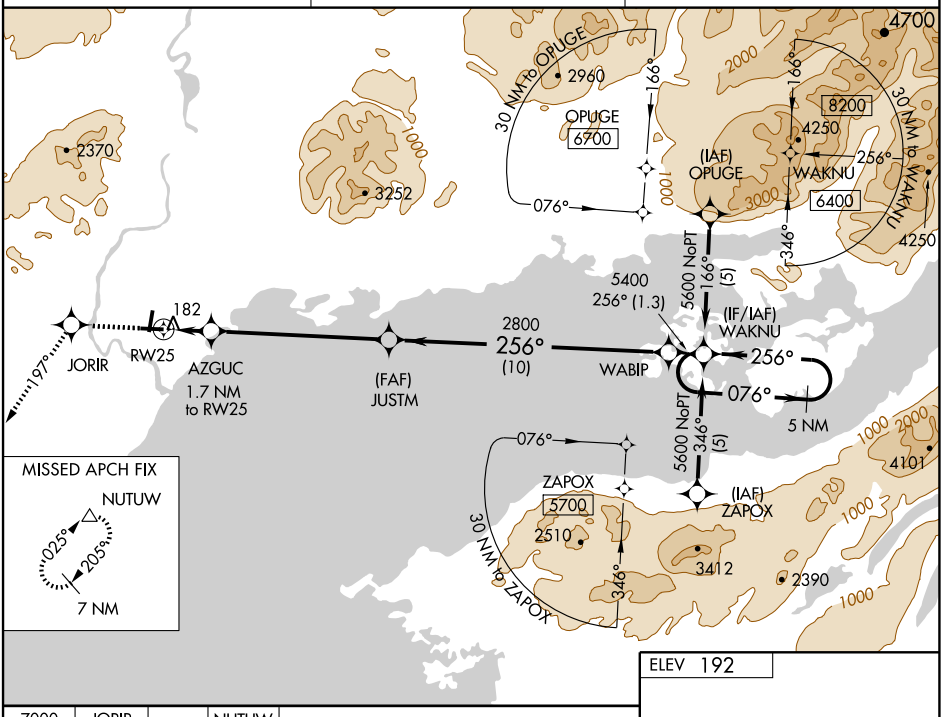
WAAS CH 45910 W25A	APP CRS 256°	Rwy Idg 5086 TDZE 174 Apt Elev 192

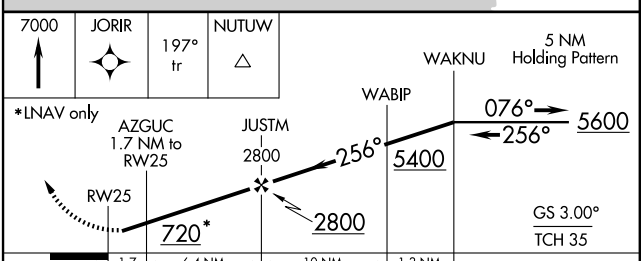
RNAV (GPS) RWY 25
ILIAMNA (ILI) (PAIL)

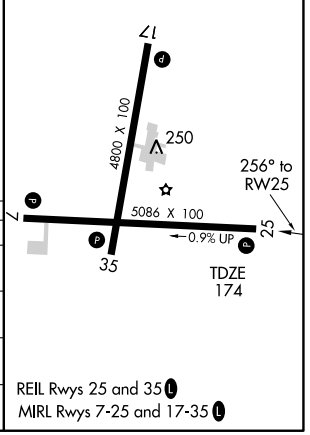
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct JORIR and via 197° track to NUTUW and hold, continue climb-in-hold to 7000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	424-1 250 (300-1)			
LNAV/VNAV DA	441-1 267 (300-1)			
LNAV MDA	480-1 306 (300-1)			
CIRCLING	680-1 488 (500-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)

REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

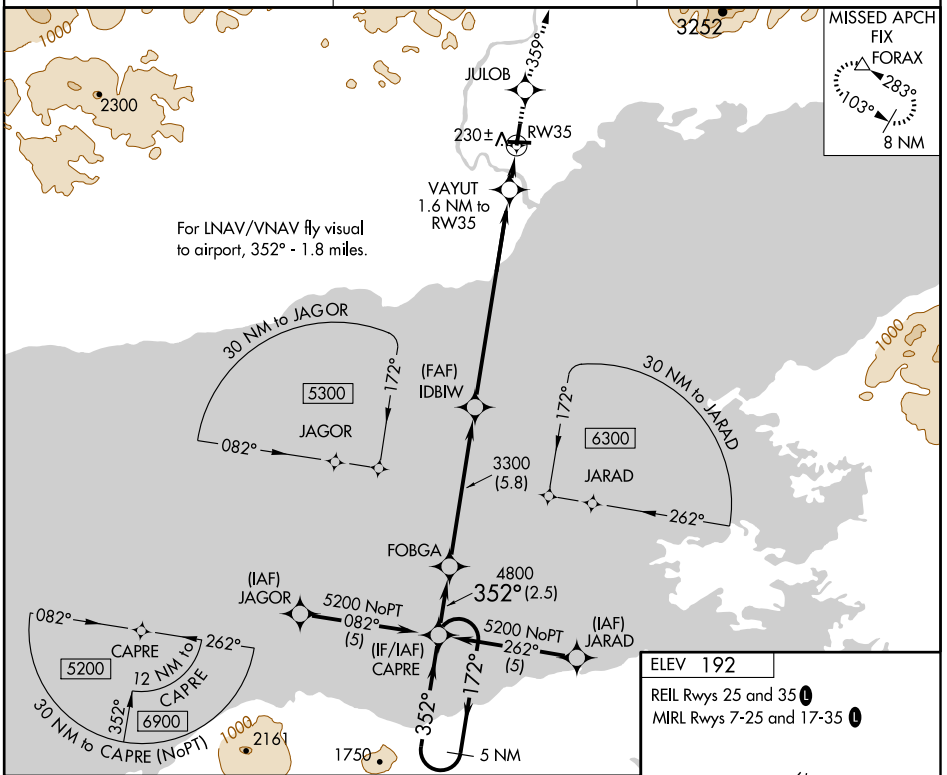
WAAS	APP CRS	Rwy Idg	4800
CH 82110	352°	TDZE	179
W35A		Apt Elev	192

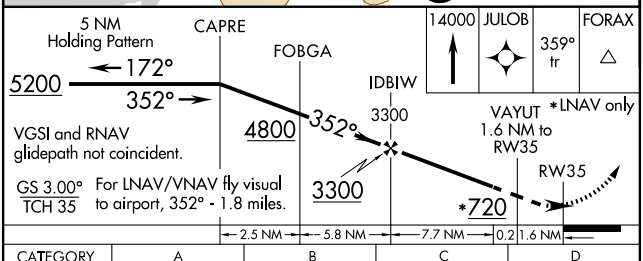
RNAV (GPS) RWY 35
ILIAMNA (ILI) (PAIL)

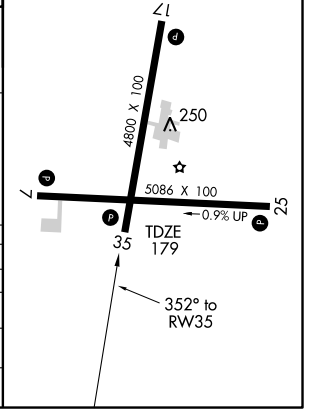
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 14000 direct JULOB and via 359° track to FORAX and hold, continue climb-in-hold to 14000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	429-1 250 (300-1)			
LNAV/VNAV DA	790-2 611 (600-2)			
LNAV MDA	540-1 361 (400-1)			540-1¼ 361 (400-1¼)
CIRCLING	680-1 488 (500-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JUNEAU INTL (JNU)(PAJN)

JUNEAU, ALASKA

ATIS
135.2
JUNEAU TOWER★
118.7 278.3
GND CON
121.9
CLNC DEL
121.9

VAR 21.7° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.3° W

1514±

58° 22′N

TERMINAL & TWR

FIRE STATION

ELEV 21

B1 B A B2 C C1 D1 H D A D2 E1 E A F F1 A G

M8

083.1°

FIELD ELEV 21

8457 X 150

4900 X 450

SEAPLANE LANDING AREA

26W

263.2°

26

ELEV 20

58° 21′N

RWY 08-26
S-75, D-200, 2D-340, 2D/2D2-500

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

134°36′W 134°35′W 134°34′W 134°33′W

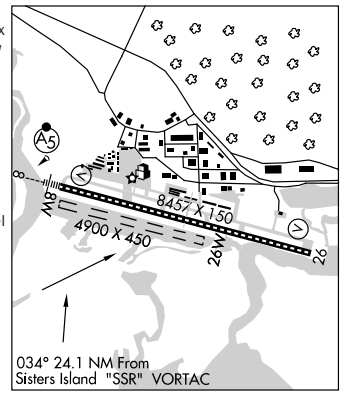
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JUNEAU, ALASKA

JUNEAU INTL (JNU)(PAJN)

§ **JUNEAU INTL** (JNU) (PAJN) 7 NW N58°21.30′ W134°34.58′ (AOE) UTC−9(−8DT) **JUNEAU**
P 21 BL*5, *6, *8, 9 ①, 10 ②, 11 H84(ASP–GRVD) 08–26 S–75, D–200, 2S–175, 2D–340, 2D/2D2–500 **H–1C, L–1B IAP, AD**
SERVICE—S4 **FUEL** —(80, 100LL, A1 +), LHOX



AIRPORT REMARKS —Attended continuously. Landing fee. Class I, ARFF Index B. PAEW Mon–Sat 0000–1000Z‡ AER Rwy 26. Rwy 08–26 PAEW adjacent E 3000′ south side Mon–Sat 0000–1000Z‡. Heavy equipment between Twy E1 and Twy F1 north of Twy A. Wildlife and birds on and in vicinity of arpt. Increased helicopter/light acft activity Apr 15–Oct 1 entire length on Gastineau Channel and within 5 mi of arpt. Paragliding activity 3 mi N of arpt in the vicinity of Thunder Mtn and over Gastineau Channel nears downtown Apr 15–Oct 1 6000′ and below. Airframe/powerplant svc for single/twin propeller engine acft turbin and avionics. Fuel avbl thru arpt svcs on UNICOM or 907–789–0055 or 907–789–5600. Military contract fuel avbl. Rwy 08 rgt tfc. Rwy 08 and Rwy 26 RVR touchdown and rollout avbl. National Guard 24 hr PPR due to ltd parking, C907–789–3366. 1630–0100Z‡ weekdays ctc Guard Ops, 10 minutes prior to ldg on 124.65. Mountainous background restricts controllers vis of approach Rwy 26. Rwy 08 VASI aligned approximately 13° right of rwy centerline and is not visible on rwy centerline. Rwy 08 VASI unusable byd 06° left of course. TPA 1500′AGL for large turbine acft, 1000′AGL for fixed wing acft and 500′AGL for helicopters. Compass rose located on Twy G at east end of Twy A near AER Rwy 26. LDIN lgts Rwy 08. Rwy 08–26 sand used to enhance rwy friction may not meet FAA specs. For HIRL Rwy 08–26, MALSR Rwy 08 and REIL Rwy 26 ctc JNU twr on freq 118.7. When twr closed ctc JNU FSS on freq 118.7. VASI Rwy 08 and Rwy 26 operate 24 hrs. VASI Rwy 26 usable only within 2 NM. See Special Notices and General Notices for additional information on ops in Juneau area. ①Rwy 08, TCH 46′. GS 3.5°. Rwy 26, TCH 52′. GS 3.0°. ②Rwy 26.

WEATHER DATA SOURCES —(ASOS 907–789–1243) (LLWAS) (WX CAM).

COMMUNICATIONS—(CTAF 118.7) (UNICOM 122.95) (ATIS 135.2) (TIE–IN FSS JUNEAU JNU–NOTAM JNU)

RADIO —122.2 118.7 **(E)**

JUNEAU DOWNTOWN RCO —122.15 (JUNEAU FSS)

ANCHORAGE CENTER APP/DEP CON —133.9

TOWER —278.3 118.7 120.7 (Apr 1–Sep 30 1500–0800Z‡. Oct 1–Mar 31 1600–0500Z‡.) **GND CON** —121.9 **NG OPS** —124.65 64.70

AIRSPACE: CLASS D svc 1 April–Sept 30 1500–0800Z‡ 1 Oct–Mar 31 1600–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION—(VOT 111.0)

COGHLAN ISLAND NDB(HWZ) 212 CGL N58°21.56′ W134°41.97′ 071° 3.9 NM to Fld./23E.
NDB unusable:
270°–324° byd 35 NM 220°–270° byd 24 NM blw 13000′
325°–050° byd 30 NM

LDA/DME LOC unusable byd 30° N of course. Coverage and use restricted to LDA apch procedures.

RADIO/NAV/WEATHER REMARKS —Ctc Juneau FSS for airport advisory service on 118.7 when twr is clsd. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. For a local call to JNU AFSS call 907–789–7380. For a toll free call to Juneau FSS outside area dial 1–866–297–2236. Juneau Area Wind System (JAWS) provided as operational test only. LDA/DME located 7659′ out from the approach thld Rwy 08. Between May and Sep an additional Tower freq of 120.7 will be in use. Its use will be announced via the ATIS. All other times use 118.7.

§ **JUNEAU INTL SEAPLANE** (JNU) (PAJN) 7 NW N58°21.30′ W134°34.58′ UTC−9(−8DT) **JUNEAU**
21 B –49 08W–26W **H–1C, L–1B**
SERVICE—S4 **FUEL**—(NC–80, 100LL, A1+) **IAP, AD**

SEAPLANE REMARKS—Attended continuously. Wildlife and birds on and in vicinity of seaplane base. Transient dock avbl for public use for up to six acft, SW corner.

WEATHER DATA SOURCES —(ASOS 907–789–1243) (LLWAS) (WX CAM).

COMMUNICATIONS—(CTAF 118.7) (UNICOM 122.95) (ATIS 135.2) (TIE–IN FSS JUNEAU JNU—NOTAM JNU)

TOWER —278.3 118.7 120.7 (1500–0800Z‡)

RADIO/NAV/WEATHER REMARKS —Contact Juneau Tower on freq 118.7 for taxi, take–off and landing instructions. Waterlane controlled by Juneau Tower. Taxiing acft should taxi clockwise around the outer edge of float pond. Between May and Sep an additional Tower freq of 120.7 will be in use. Its use will be announced via the ATIS. All other times use 118.7.

KAARUK N67°40.04′ W149°49.50′ **FAIRBANKS**
RCO —122.4 (FAIRBANKS FSS) **L–4J**

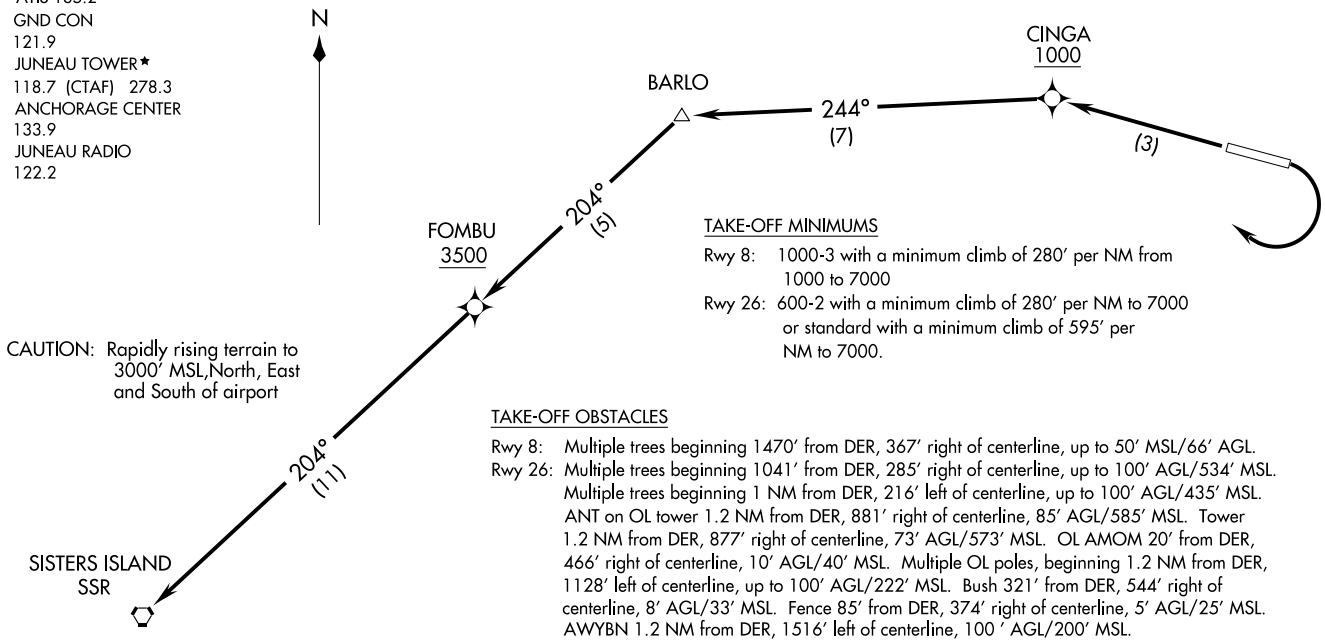
CINGA THREE DEPARTURE (RNAV) (OBSTACLE)

(CINGA3.CINGA) 10210

JUNEAU INTL (JNU) (PAJN)

JUNEAU, ALASKA

ATIS 135.2
GND CON
121.9
JUNEAU TOWER★
118.7 (CTAF) 278.3
ANCHORAGE CENTER
133.9
JUNEAU RADIO
122.2



CAUTION: Rapidly rising terrain to 3000′ MSL,North, East and South of airport

TAKE-OFF MINIMUMS

Rwy 8: 1000-3 with a minimum climb of 280′ per NM from 1000 to 7000

Rwy 26: 600-2 with a minimum climb of 280′ per NM to 7000 or standard with a minimum climb of 595′ per NM to 7000.

TAKE-OFF OBSTACLES

Rwy 8: Multiple trees beginning 1470′ from DER, 367′ right of centerline, up to 50′ MSL/66′ AGL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/534′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. ANT on OL tower 1.2 NM from DER, 881′ right of centerline, 85′ AGL/585′ MSL. Tower 1.2 NM from DER, 877′ right of centerline, 73′ AGL/573′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100 ′ AGL/200′ MSL.

NOTE: Aircraft departing SSR VORTAC northwest bound on V428 require a minimum climb of 340 feet per NM to 8500.

NOTE: 1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Turn right as soon as practical. Climb in visiual conditions direct CINGA (visual conditions must be maintained from takeoff until established over CINGA at or above 1000 MSL); cross CINGA at or above 1000 MSL, thence . . . .

TAKE-OFF RWY 26: Climb direct CINGA, thence . . . .

. . . . Then via 244° track to BARLO, then via 204° track to cross FOMBU at or above 3500′, then via 204° track to cross SSR VORTAC at or above MEA for direction of flight.

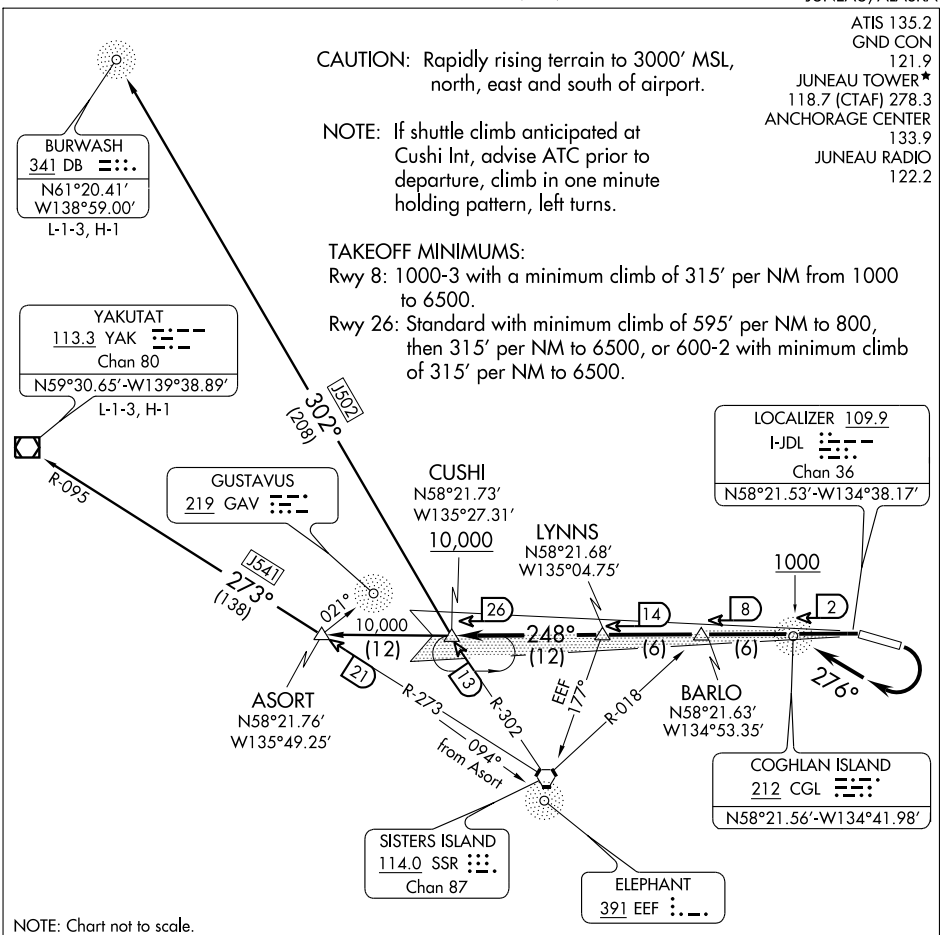
(CINGA3.CINGA) 10210

CINGA THREE DEPARTURE (RNAV) (OBSTACLE)

JUNEAU INTL (JNU) (PAJN)

JUNEAU, ALASKA

SL-1191 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right as soon as practical. Climb in visual conditions direct CGL NDB or heading 276° to I-JDL W course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2 DME at or above 1000 MSL); cross CGL NDB or I-JDL W course/2 DME at or above 1000 MSL, Thence . . . .

TAKE-OFF RUNWAY 26: Turn left heading 248° to CGL NDB or I-JDL W course/2 DME. Thence . . . .

. . . . then via I-JDL W course or 248° bearing from CGL NDB to cross CUSHI INT/I-JDL 26 DME at or above 10,000, Thence . . . . . via (transition).

BURWASH TRANSITION (CUSHI4.DB): From over CUSHI INT via J502 to DB NDB.

YAKUTAT TRANSITION (CUSHI4.YAK): From over CUSHI INT via CGL or I-JDL W course 248° bearing to ASORT INT, thence via J541 to YAK VORTAC.

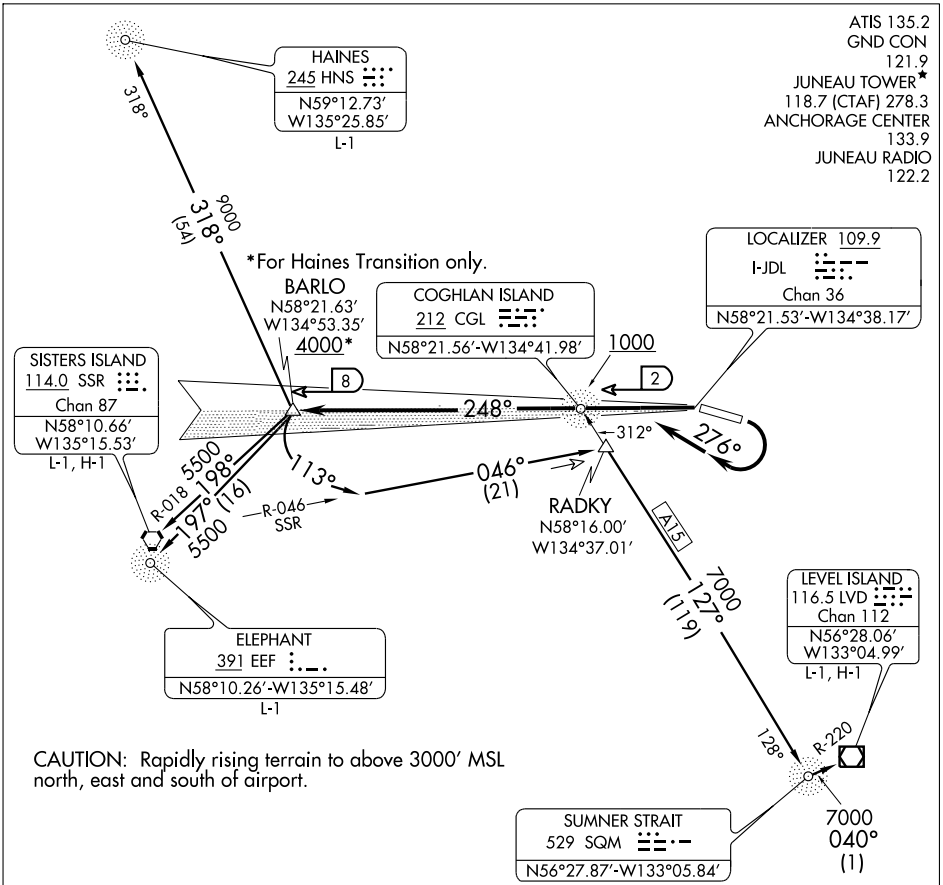
AK, 23 SEP 2010 to 18 NOV 2010

TAKEOFF OBSTACLES

Rwy 8: Multiple trees beginning 1470′ from DER, 367′ right of centerline, up to 50′ AGL/66′ MSL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/533′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100′ AGL/200′ MSL.

AK, 23 SEP 2010 to 18 NOV 2010



CAUTION: Rapidly rising terrain to above 3000′ MSL north, east and south of airport.

NOTE: SSR/EEF TRANSITION: Minimum climb of 363′ per NM to 3100.

LVD and SQM transitions: Minimum climb of 370′ per NM to 4900′.

HNS transition: minimum climb of 428′ per NM to 4000′.

TAKEOFF MINIMUMS:
Rwy 8: 1000-3 with minimum climb from 1000 as stated per transition.
Rwy 26: Standard with minimum climb of 595′ per NM to 800, then as stated per transition, or 600-2 with minimum climb as stated per transition.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right as soon as practical. Climb in visual conditions direct CGL NDB or heading 276° to I-JDL W course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2 DME at or above 1000 MSL); Cross CGL NDB or I-JDL W course/2 DME at or above 1000 MSL, Thence . . . .

TAKE-OFF RUNWAY 26: Turn left heading 248° to CGL NDB or I-JDL W course/2 DME, Thence . . . .

. . . . then via I-JDL W course or 248° bearing from CGL NDB to BARLO INT/I-JDL 8 DME, Thence . . . . via (transition).

HAINES TRANSITION (JNU4.HNS): From over BARLO INT via HNS bearing 318° to HNS NDB.

LEVEL ISLAND TRANSITION (JNU4.LVD): From over BARLO INT via heading 113° and SSR R-046 to RADKY INT, then via SQM bearing 308° to SQM NDB, then via SQM NDB bearing 040° and LVD R-220 to LVD VOR/DME.

SISTERS ISLAND/ELEPHANT TRANSITION (JNU4.SSR): From over BARLO INT via SSR R-018 to SSR VORTAC, or from over BARLO INT via EEF bearing 017° to EEF NDB.

SUMNER STRAIT TRANSITION (JNU4.SQM): From over BARLO INT via heading 113° and SSR R-046 to RADKY INT, then via SQM bearing 308° to SQM NDB.

TAKEOFF OBSTACLES

Rwy 8: Multiple trees begining 1470′ from DER, 367′ right of centerline, up to 50′ AGL/66′ MSL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/533′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100′ AGL/200′ MSL.

AK, 23 SEP 2010 to 18 NOV 2010

THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR ALASKA

23 SEP 2010 to 18 NOV 2010

LOC/DME I-JDL	APP CRS	Rwy Idg	8457
109.9	068°	TDZE	21
Chan 36		Apt Elev	21

LDA X RWY 8

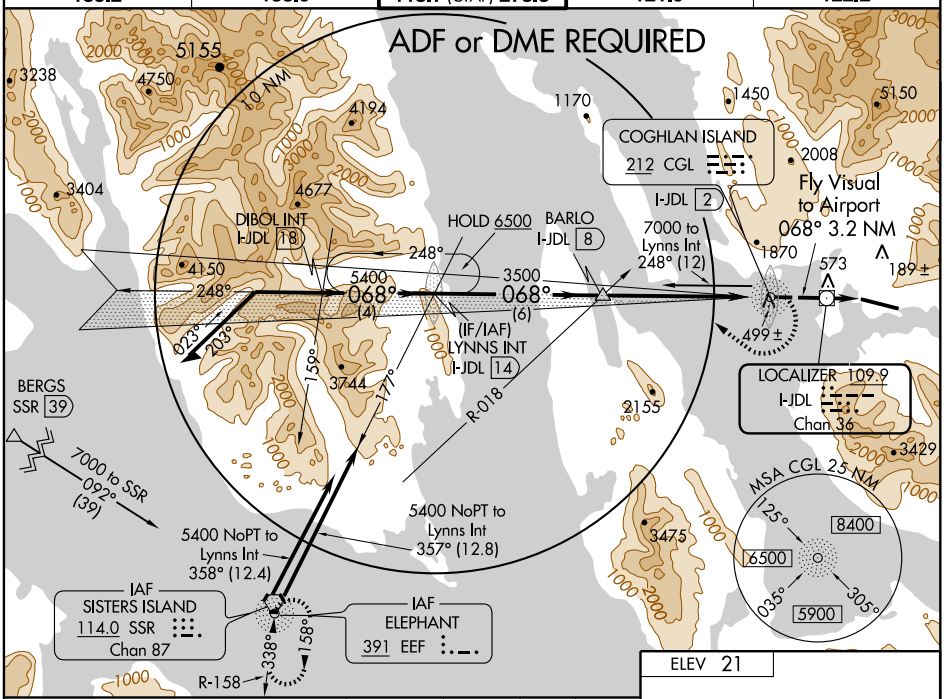
JUNEAU INTL (JNU)(PAJN)

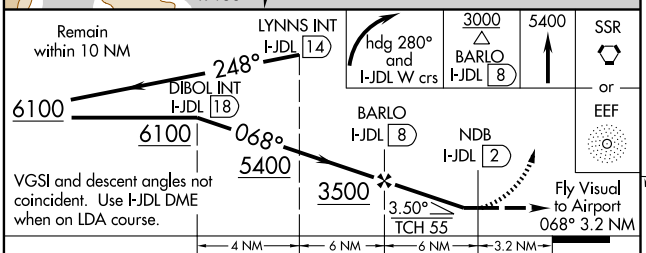
Circling NA north of Rwy 8/26. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance. For night circling, if runway lights not visible over MAP, execute missed approach.

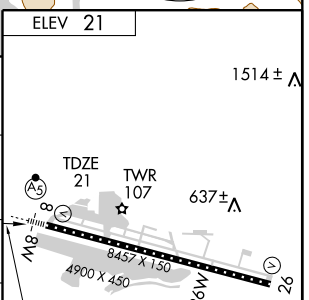
MALSR

MISSED APPROACH: Immediate climbing right turn via heading 280° and I-JDL west course to cross BARLO Int/I-JDL 8 DME at or above 3000. Continue climb to 5400 direct SSR VORTAC or EEF NDB and hold.

ATIS	ANCHORAGE CENTER	JUNEAU TOWER★	GND CON	JUNEAU RADIO
135.2	133.9	118.7 (CTAF) 278.3	121.9	122.2







CATEGORY	A	B	C	D
S-8	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
CIRCLING	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
NIGHT MINIMUMS				
S-8	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
CIRCLING	3000-5 2979 (3000-5)	3000-10 2979 (3000-10)	3200-10 3179 (3200-10)	3440-10 3419 (3500-10)

REIL Rwy 26
HIRL Rwy 8-26

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8457
067°	TDZE	21
	Apt Elev	21

RNAV (GPS) V RWY 8

JUNEAU INTL (JNU)(PAJN)

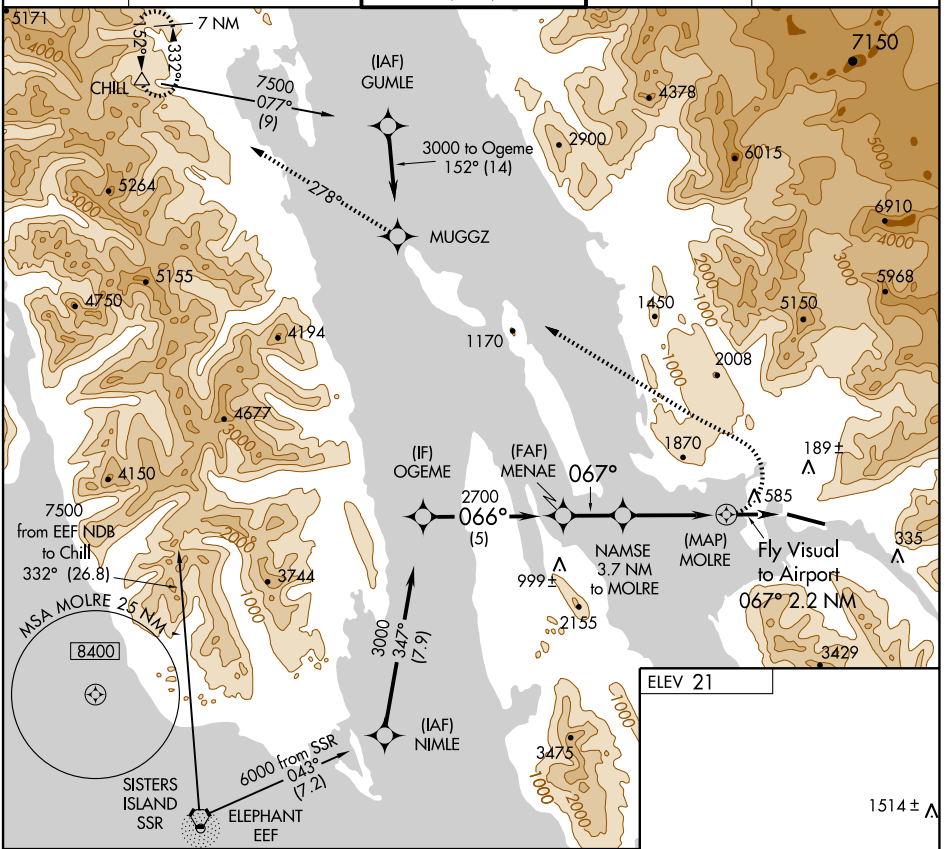
Circling NA at night. Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Lead-in lights not aligned with final approach course.

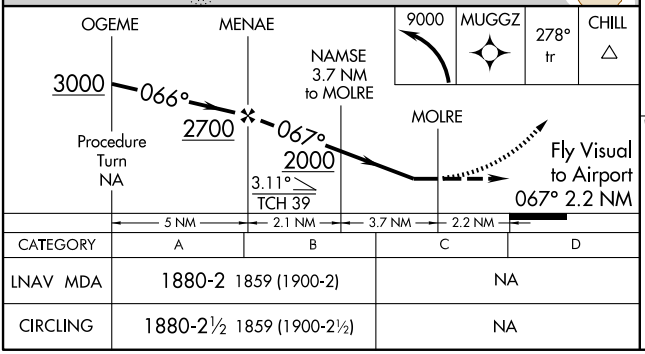
MALSR

MISSED APPROACH: Climbing left turn to 9000 direct MUGGZ and via 278° track to CHILL and hold, continue climb-in-hold to 9000.

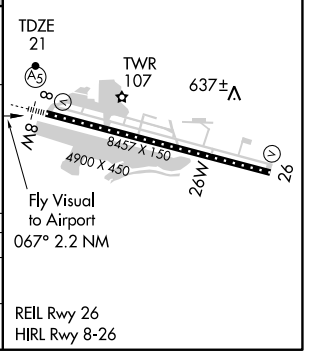
ATIS	ANCHORAGE CENTER	JUNEAU TOWER ★	GND CON	JUNEAU RADIO
135.2	133.9	118.7 (CTAF) 278.3	121.9	122.2

AK, 23 SEP 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	1880-2 1859 (1900-2)		NA	
CIRCLING	1880-2½ 1859 (1900-2½)		NA	



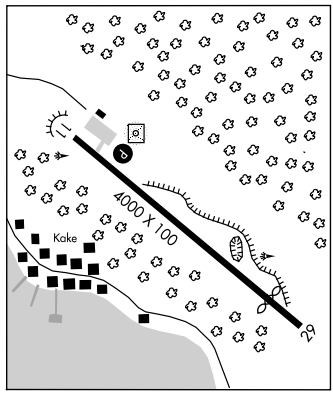
REIL Rwy 26
HIRL Rwy 8-26

KACHEMAK N59°38.48′ W151°30.02′ **SEWARD**
NDB(ABHW) 277 ACE at Homer arpt./24E. **TWEB.** **H–1B, 2K, L–1A, 2J, 3D, 4F**

KAKE

§ **KAKE** (AFE) (PAFE) 1 W N56°57.68′ W133°54.62′ UTC−9(−8DT) **JUNEAU**
P 172 L4, 10 ① 12 ② H40(ASP) 11–29③ **H–1C, L–1C**

AIRPORT REMARKS —Unattended. Arpt CLOSED to acft pver 12,500 lbs GWT, except PPR from arpt safety and security, DOT and public facilities, P.O. Box 112506, Juneau, AK 99811–2506, phone 907–465–1786. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Recommend daylight ops only. High terrain N, E, and S of arpt. Shallow depressions 4 inches deep 40′ in diameter, 375′ from apch end Rwy 29 N side. Smaller shallow depressions full length and width of rwy. Standing water after rain. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Rwy 11 rgt tfc. Birds, bear and deer on and invof rwy. Rwy 11 slope 0.6% up SE. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11, REIL Rwy 11—CTAF. ①Rwy 11. ②Rwy 11. TCH 35′. GS 3.0°. ③Rwy 29 thld dsplcd 1000′. **IAP**



WEATHER DATA SOURCES —(AWOS–3 135.25 907–785–3124) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡—NOTAM AFE OT CTC JUNEAU JNU)
RCO —121.3 (SITKA FSS) **RCO**—122.65 122.175 (SITKA FSS)
ANCHORAGE CENTER APP/DEP CON—132.18

RADIO AIDS TO NAVIGATION
NDB (MHW/DE) 223 AFE Chan 91 N56°57.84′ W133°54.71′ At fld. 170/21E.
NDB Unusable:
340°–040° byd 15 NM blw 12500′
041°–090° byd 15 NM blw 12500′
091°–135° byd 20 NM blw 4600′
265°–280° byd 15 NM blw 4900′
281°–310° byd 15 NM blw 10000′
311°–340° byd 10 NM blw 12500′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. DME Chan 91 paired with VHF freq 114.4.

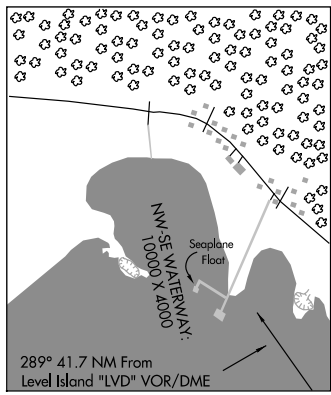
KAKE SEAPLANE (KAE) 0 SW N56°58.28′ W133°56.74′ UTC−9(−8DT) **JUNEAU**
P 00 –100 NW–SE

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES —(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡—NOTAM AFE OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Sitka FSS call 800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

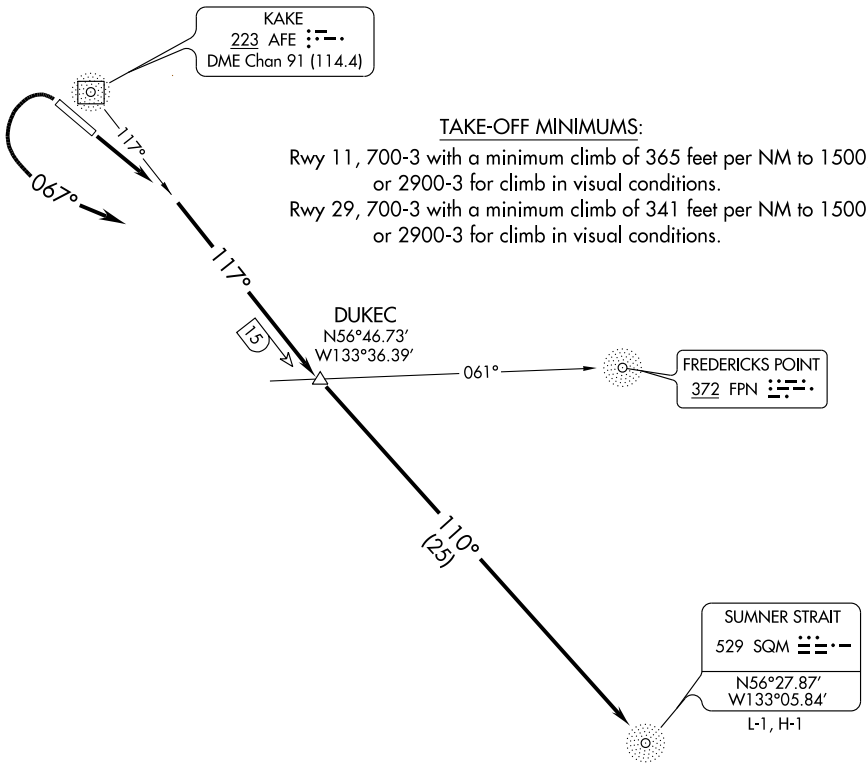


KAKO (See RUSSIAN MISSION)

KAKE TWO DEPARTURE (OBSTACLE)

ANCHORAGE CENTER
132.18 118.0

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS:

Rwy 11, 700-3 with a minimum climb of 365 feet per NM to 1500, or 2900-3 for climb in visual conditions.

Rwy 29, 700-3 with a minimum climb of 341 feet per NM to 1500, or 2900-3 for climb in visual conditions.

TAKE-OFF OBSTACLES:

Rwy 11: Terrain beginning 324' from DER, 499' left of centerline, up to 399' MSL. Treeline beginning at DER, 330' right of centerline, up to 148' AGL/547' MSL.

Rwy 29: Treeline beginning at DER, 312' left of centerline, up to 148' AGL/347' MSL. Treeline beginning 1055' from DER, on centerline, up to 148' AGL/247' MSL. Ship 1645' from DER, 916' left of centerline, up to 200' AGL/200' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Climb to 5000 via 117° bearing from AFE NDB/DME to DUKEC INT/15 DME, then on 110° course to SQM NDB, before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course.

TAKE-OFF RWY 29: Climbing left turn to 5000 via heading 067° and 117° bearing from AFE NDB/DME to DUKEC INT/15 DME, then on 110° course to SQM NDB, before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME AFE	APP CRS	Rwy Idg 4000
223	085°	TDZE 166
Chan 91 (114.4)		Apt Elev 172

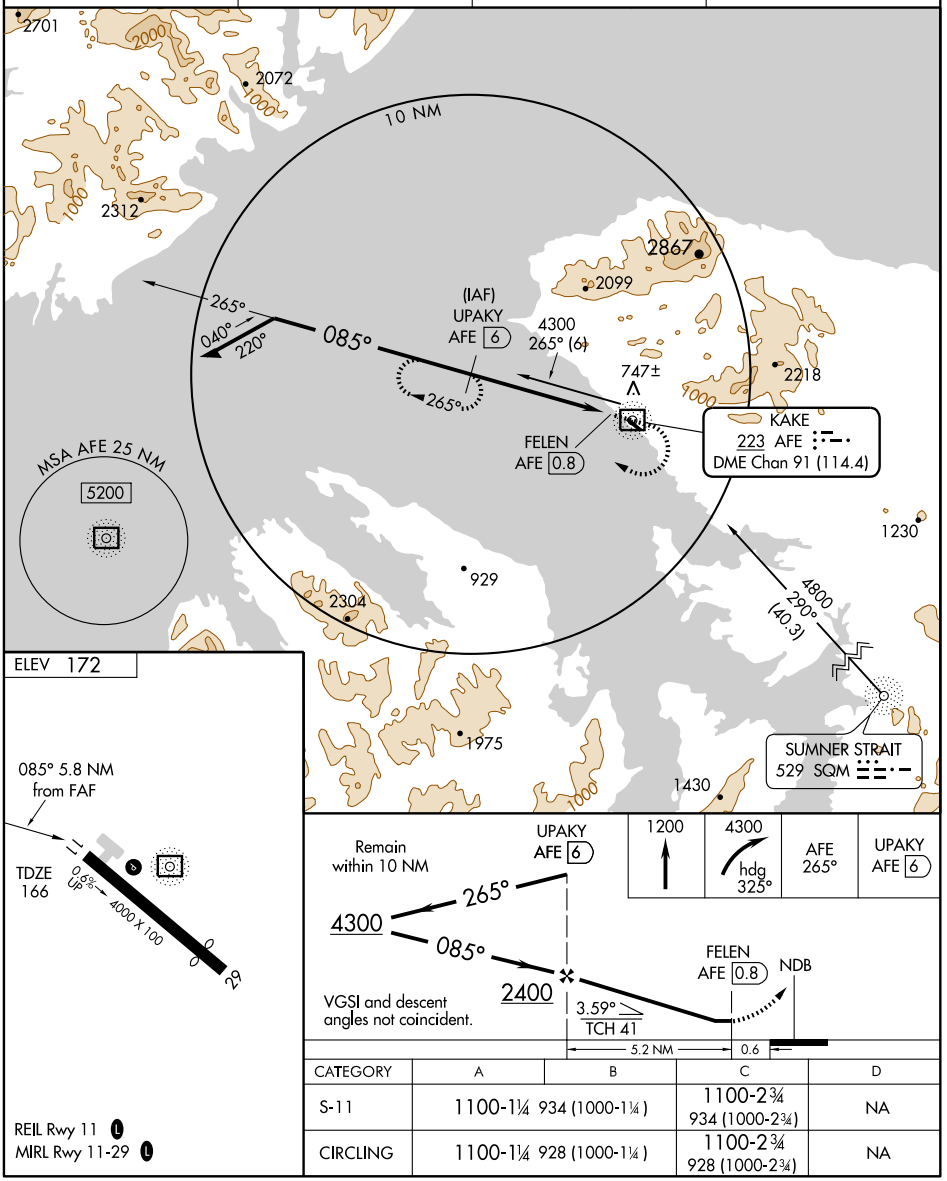
NDB/DME RWY 11

KAKE (AFE) (PAFE)

When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. Visibility reduction by helicopters NA. When local altimeter setting not received, use Petersburg James A. Johnson altimeter setting and increase all MDAs 100 feet, and increase Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 via heading 325° and 265° bearing from AFE NDB/DME to UPAKY/6 DME and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
135.25	132.18 118.0	121.3 122.65	122.9 L



CATEGORY	A	B	C	D
S-11	1100-1¼ 934 (1000-1¼)		1100-2¾ 934 (1000-2¾)	NA
CIRCLING	1100-1¼ 928 (1000-1¼)		1100-2¾ 928 (1000-2¾)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

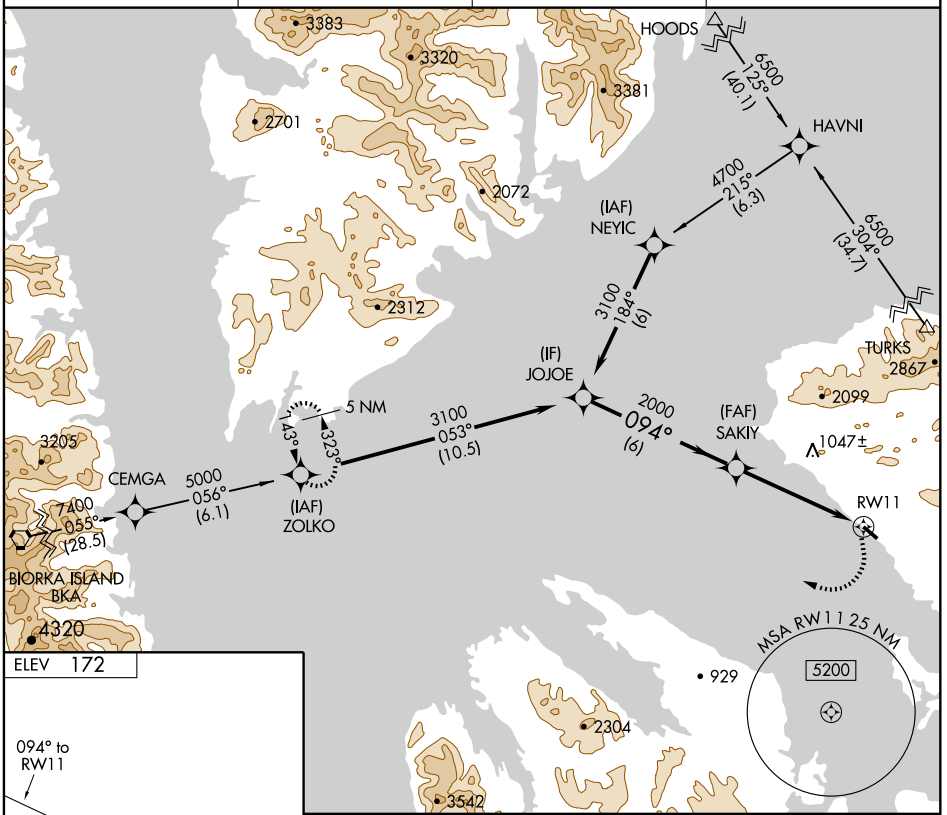
KAKE (AFE)(PAFE)

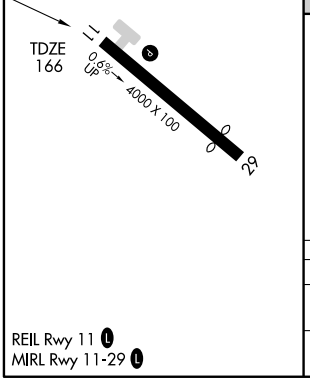
APP CRS	Rwy Idg	4000
094°	TDZE	166
	Apt Elev	172

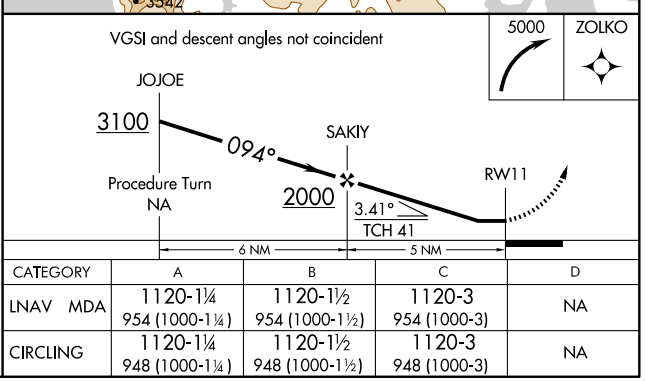
When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received , use Petersburg James A. Johnson altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 5000 direct ZOLKO and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
135.25	132.18 118.0	121.3 122.65	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1120-1¼ 954 (1000-1¼)	1120-1½ 954 (1000-1½)	1120-3 954 (1000-3)	NA
CIRCLING	1120-1¼ 948 (1000-1¼)	1120-1½ 948 (1000-1½)	1120-3 948 (1000-3)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

KALAKAKET CREEK AS (1KC) 1 S N64°25.47′ W156°50.60′ UTC−9(−8DT) **FAIRBANKS**
AF 1598 40(GVL) 09–27 **H–1B, 2J, L–3C, 4I**

AIRPORT REMARKS —Unattended. CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. All aircraft operators shall obtain a PPR number at least 24 hrs prior to intended landing. All civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10–1001 (http://www.e–publishing.af.mil/shared/media/epubs/afi10–1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF Operating Instructions. Contact 611 AOS/AOO at DSN: 317–552–3636 or COM: 907–552–3636 for PPR numbers and CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, Elmendorf AFB, AK 99506. CALP contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. CAUTION: Rwy restricted to helicopter ops only. 1980′ mountain 3000′ northwest of rwy. Winds in excess of 10 kts from 300′–360′ may produce severe turbulence. Rwy not maintained, condition unknown. Recommend visual inspection prior to lndg.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

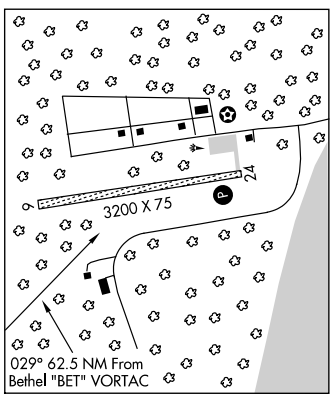
§ **KALSKAG** (KLG) (PALG) 1 W N61°32.18′ W160°20.48′ UTC−9(−8DT) **McGRATH**
P 55 BL4, 12① 32(GVL) 06–24 **L–3C**
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 06 rgt tfc. Rwy 06–24 2″–3″ deep ruts 1350′–1500′ and 1900′ from Rwy 24 thld. Rutting centerline of rwy. ACTIVATE Rotating bcn—CTAF. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 24—CTAF. ①Rwy 24, TCH 25′. GS 3.0°.

WEATHER DATA SOURCES—(ASOS–3 119.025 907–471–2434) (WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM KLG)
ANCHORAGE CENTER APP/DEP CON —251.05 118.15

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



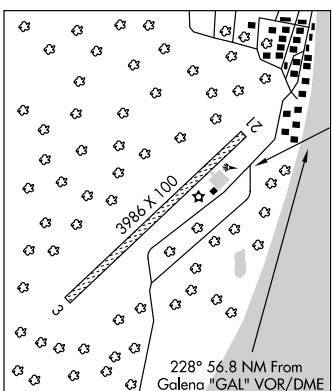
§ **KALTAG** (KAL) (PAKV) 1 SW N64°19.14′ W158°44.48′ UTC−9(−8DT) **NOME**
P 181 BL4 40(GVL) 03–21 **L–3C, 4I**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 21 slope 0.3% up SW. Snow removal ops dur winter, monitor CTAF. Rwy 03–21 soft when wet. Rwy 03–21 end marked with lights and reflective cones. ACTIVATE MIRL Rwy 03–21—CTAF.

WEATHER DATA SOURCES—(ASOS 135.25 907–534–2272) (WX CAM).

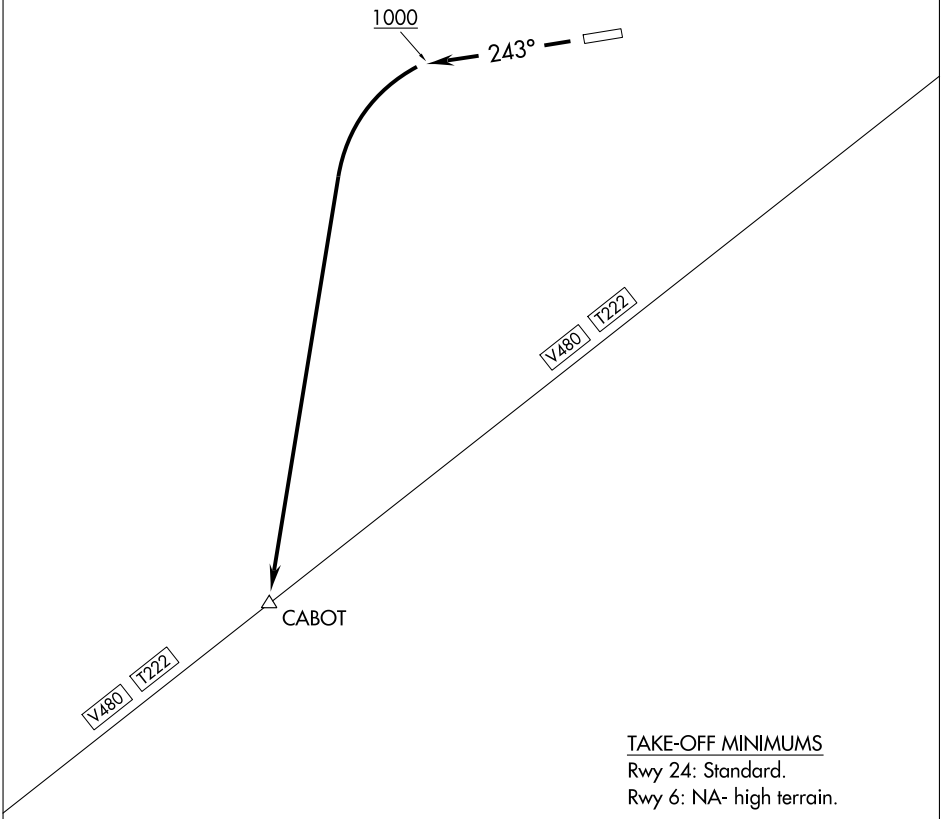
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI—NOTAM KAL)
ANCHORAGE CENTER APP/DEP CON—290.2 127.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CABOT ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
118.15 251.05
ASOS 119.025
CTAF 122.8



TAKE-OFF MINIMUMS
Rwy 24: Standard.
Rwy 6: NA- high terrain.

TAKE-OFF OBSTACLE NOTES
Rwy 24: Numerous trees beginning 1000′ from DER, on centerline, up to 100′ AGL/154′ MSL.
Numerous trees beginning 750′ from DER, 500′ right of centerline, up to 100′ AGL/154′ MSL.
Numerous trees beginning 960′ left of centerline, up to 100′ AGL/154′ MSL.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb heading 243° to 1000, then direct CABOT, maintain 4000 or as assigned by ATC.

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS)-A

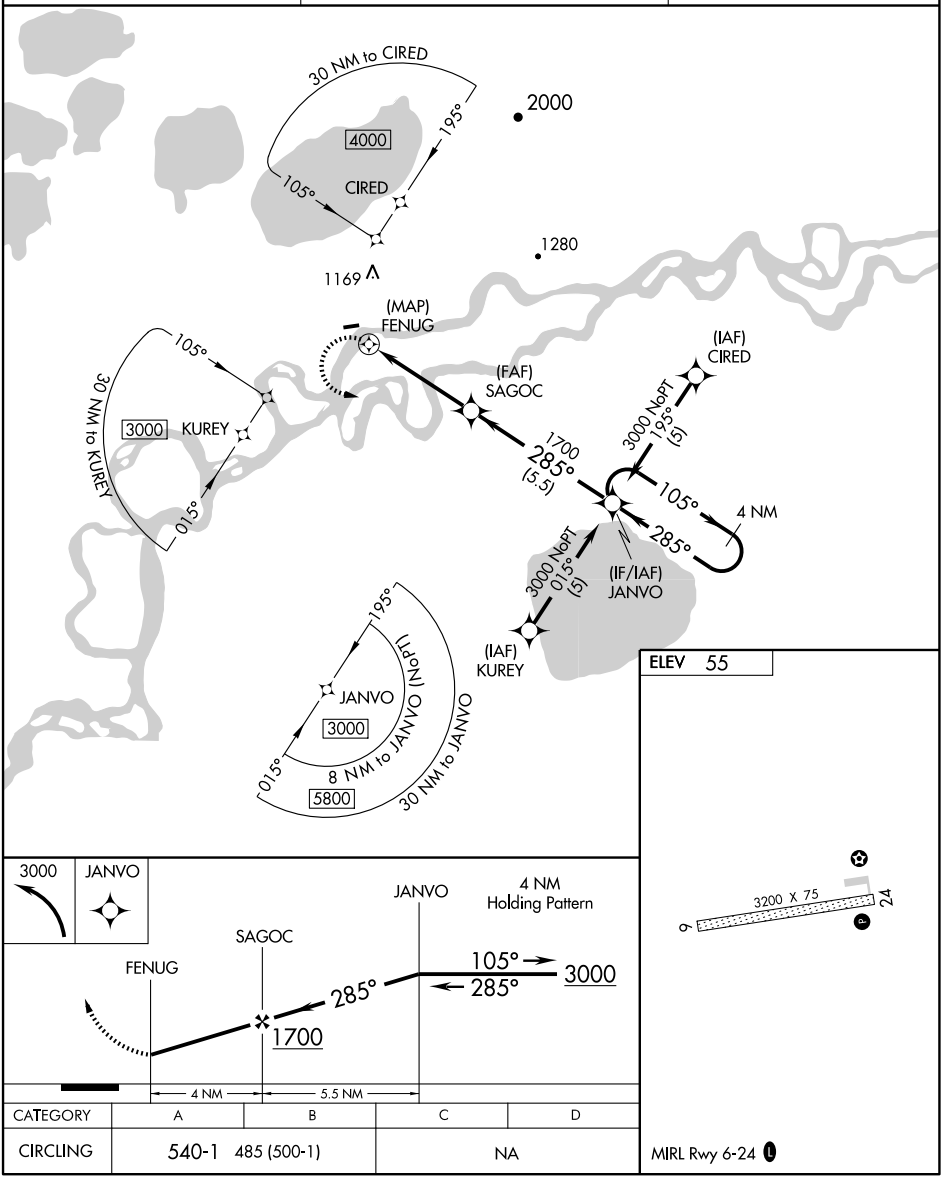
KALSKAG (KLG)(PALG)

APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	55

Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aniak altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct JANVO and hold.

ASOS	ANCHORAGE CENTER	UNICOM
119.025	118.15 251.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	540-1 485 (500-1)		NA	

MIRL Rwy 6-24 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

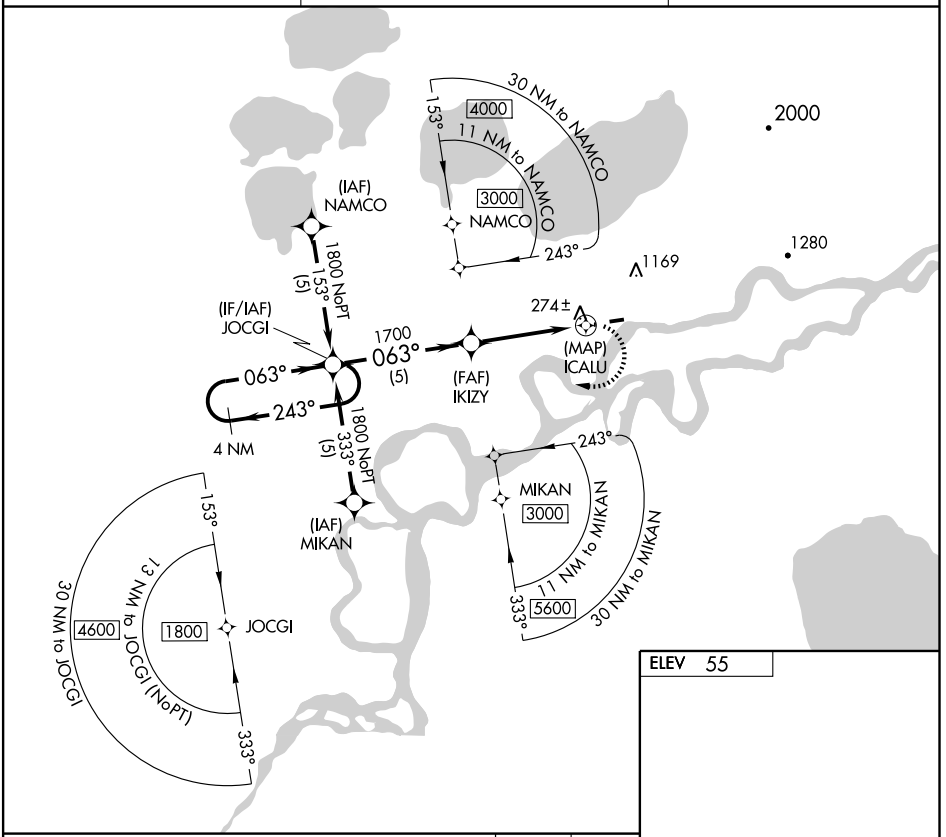
KALSKAG (KLG)(PALG)

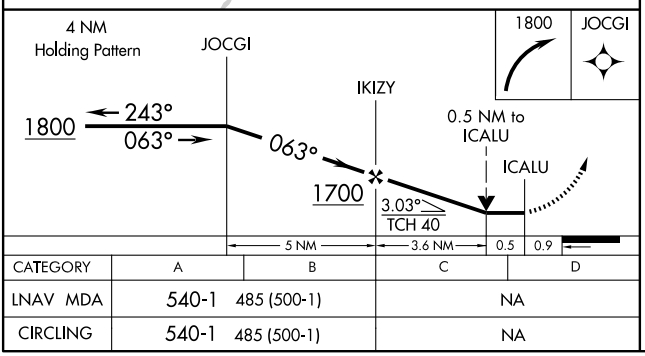
APP CRS	Rwy Idg	3200
063°	TDZE	55
	Apt Elev	55

Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aniak altimeter setting and increase all MDAs 60 feet. VDP NA when using Aniak altimeter setting.

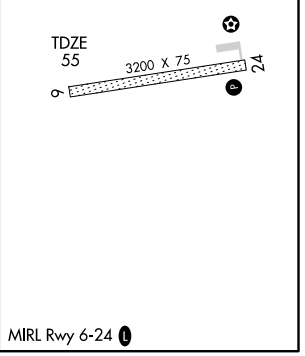
MISSED APPROACH: Climbing right turn to 1800 direct JOCGI WP and hold.

ASOS	ANCHORAGE CENTER	UNICOM
119.025	118.15 251.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1	485 (500-1)	NA	
CIRCLING	540-1	485 (500-1)	NA	



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

KALAKAKET CREEK AS (1KC) 1 S N64°25.47′ W156°50.60′ UTC−9(−8DT) **FAIRBANKS**
AF 1598 40(GVL) 09–27 **H–1B, 2J, L–3C, 4I**

AIRPORT REMARKS —Unattended. CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. All aircraft operators shall obtain a PPR number at least 24 hrs prior to intended landing. All civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10–1001 (http://www.e–publishing.af.mil/shared/media/epubs/afi10–1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF Operating Instructions. Contact 611 AOS/AOO at DSN: 317–552–3636 or COM: 907–552–3636 for PPR numbers and CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, Elmendorf AFB, AK 99506. CALP contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. CAUTION: Rwy restricted to helicopter ops only. 1980′ mountain 3000′ northwest of rwy. Winds in excess of 10 kts from 300′–360′ may produce severe turbulence. Rwy not maintained, condition unknown. Recommend visual inspection prior to lndg.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

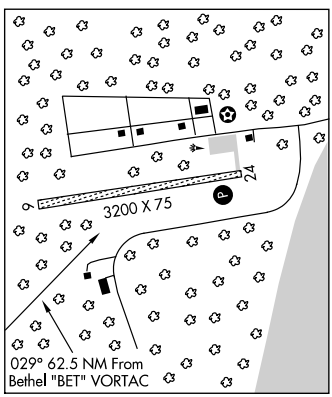
§ **KALSKAG** (KLG) (PALG) 1 W N61°32.18′ W160°20.48′ UTC−9(−8DT) **McGRATH**
P 55 BL4, 12① 32(GVL) 06–24 **L–3C**
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 06 rgt tfc. Rwy 06–24 2″–3″ deep ruts 1350′–1500′ and 1900′ from Rwy 24 thld. Rutting centerline of rwy. ACTIVATE Rotating bcn—CTAF. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 24—CTAF. ①Rwy 24, TCH 25′. GS 3.0°.

WEATHER DATA SOURCES—(ASOS–3 119.025 907–471–2434) (WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM KLG)
ANCHORAGE CENTER APP/DEP CON —251.05 118.15

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



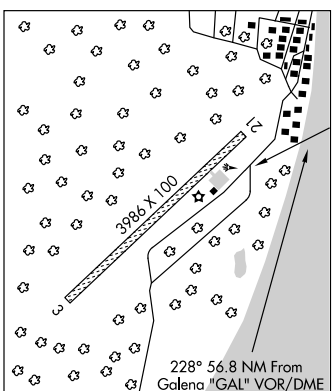
§ **KALTAG** (KAL) (PAKV) 1 SW N64°19.14′ W158°44.48′ UTC−9(−8DT) **NOME**
P 181 BL4 40(GVL) 03–21 **L–3C, 4I**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 21 slope 0.3% up SW. Snow removal ops dur winter, monitor CTAF. Rwy 03–21 soft when wet. Rwy 03–21 end marked with lights and reflective cones. ACTIVATE MIRL Rwy 03–21—CTAF.

WEATHER DATA SOURCES—(ASOS 135.25 907–534–2272) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI—NOTAM KAL)
ANCHORAGE CENTER APP/DEP CON—290.2 127.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



IPOXE ONE DEPARTURE (RNAV)

(IPOXE1.IPOXE) 10266

KALTAG (KAL) (PAKV)

KALTAG, ALASKA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb direct IPOXE WP, Thence . . . . . via assigned (transition), maintain 5500'.

EDMON TRANSITION (IPOXE1.EDMON)

GALENA TRANSITION (IPOXE1.GAL)

MC GRATH TRANSITION (IPOXE1.MCG)

N

GALENA
GAL

ANCHORAGE CENTER
127.0 290.2
CTAF 122.9
ASOS 135.25

V488

IPOXE

(3)

4800
022°
(45)

4800
089°
(25)

4700
228°
(30)

EDMON

GULEY

V440

6200
121°
(96)

MC GRATH
MCG

V440-510

TAKEOFF MINIMUMS:
Rwy 21: Standard with minimum climb of 352' per NM to 1500.
Rwy 3: NA - Air Traffic

NOTE:
1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

(IPOXE1.IPOXE) 10266

IPOXE ONE DEPARTURE (RNAV)

SL-10158 (FAA)

KALTAG (KAL) (PAKV)

KALTAG, ALASKA

KACLE ONE DEPARTURE (RNAV)
(KACLE1.KACLE) 10266

KALTAG (KAL) (PAKV)
KALTAG, ALASKA

DEPARTURE ROUTE DESCRIPTION

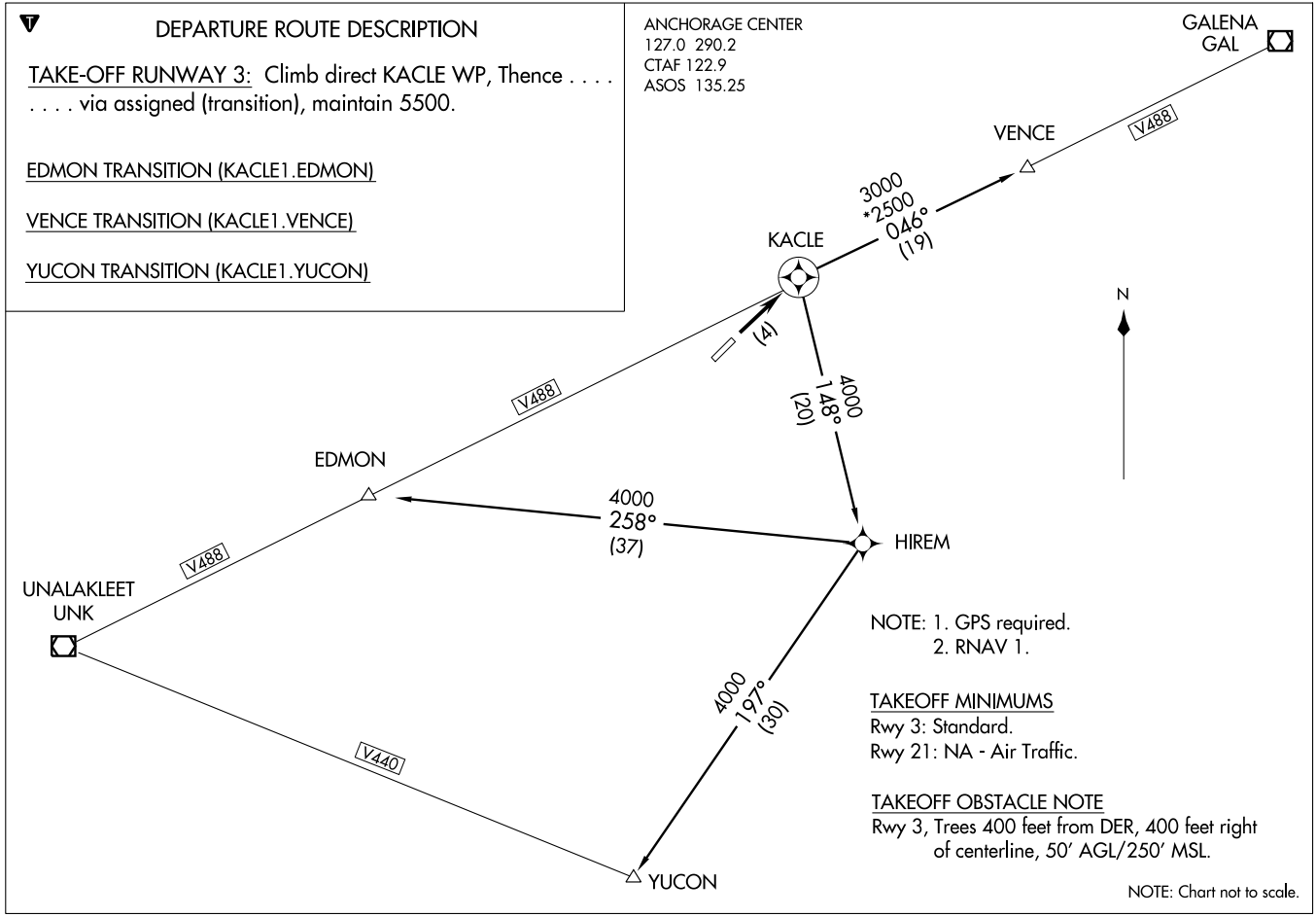
TAKE-OFF RUNWAY 3: Climb direct KACLE WP, Thence . . . . . via assigned (transition), maintain 5500.

EDMON TRANSITION (KACLE1.EDMON)

VENCE TRANSITION (KACLE1.VENCE)

YUCON TRANSITION (KACLE1.YUCON)

ANCHORAGE CENTER
127.0 290.2
CTAF 122.9
ASOS 135.25



NOTE: 1. GPS required.
2. RNAV 1.

TAKEOFF MINIMUMS
Rwy 3: Standard.
Rwy 21: NA - Air Traffic.

TAKEOFF OBSTACLE NOTE
Rwy 3, Trees 400 feet from DER, 400 feet right of centerline, 50' AGL/250' MSL.

NOTE: Chart not to scale.

(KACLE1.KACLE) 10266
KACLE ONE DEPARTURE (RNAV)
SL-10158 (FAA)
KALTAG (KAL) (PAKV)
KALTAG, ALASKA

RNAV (GPS) RWY 3

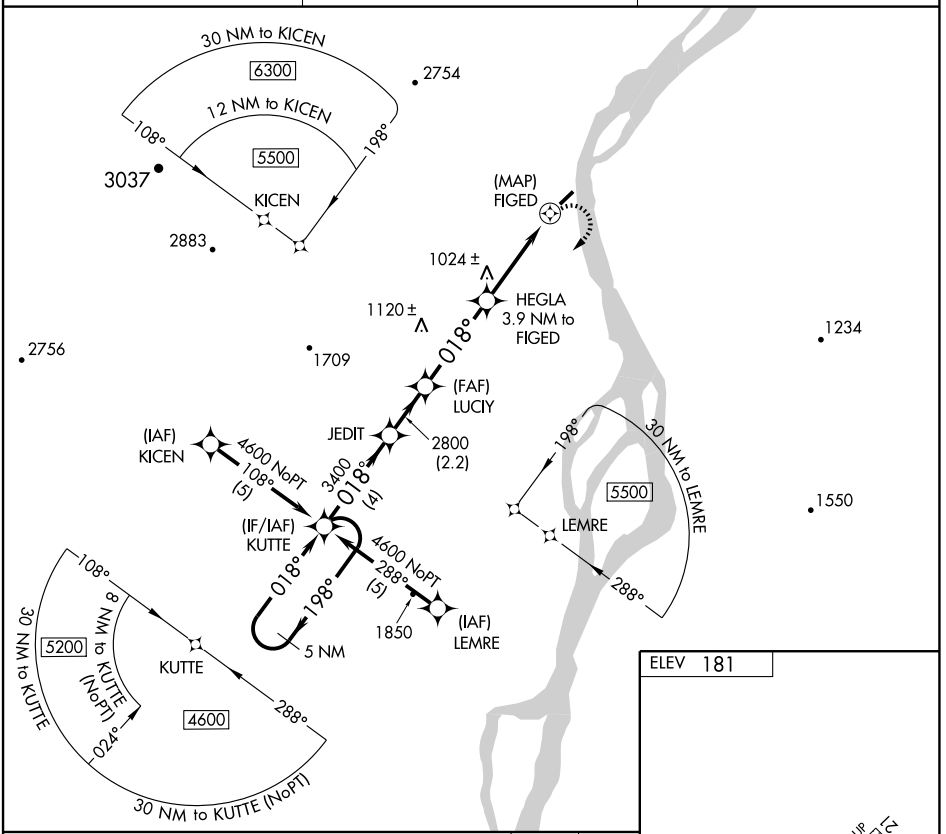
KALTAG (KAL)(PAKV)

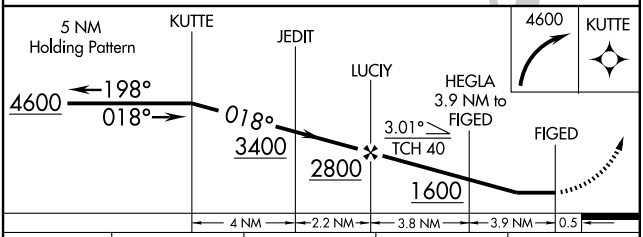
APP CRS	Rwy Idg	3986
018°	TDZE	181
	Apt Elev	181

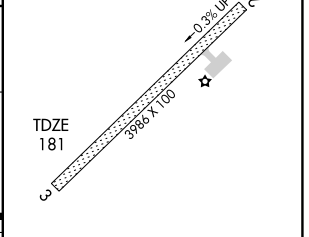
Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct KUTTE and hold, continue climb-in-hold to 4600.

ASOS	ANCHORAGE CENTER	CTAF
135.25	127.0 290.2	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA
CIRCLING	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA

MIRL Rwy 3-21 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

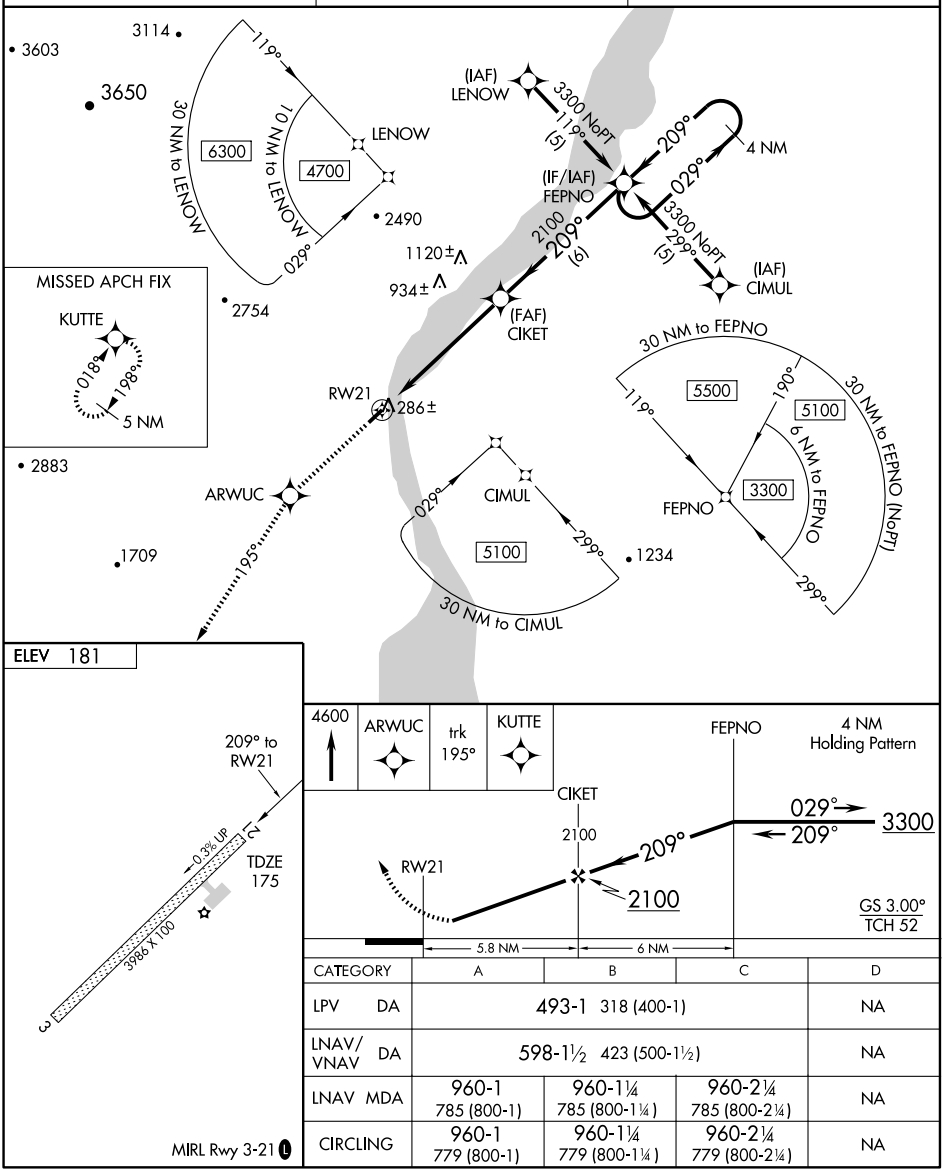
KALTAG (KAL)(PAKV)

WAAS	APP CRS	Rwy Idg	3986
CH 53315	209°	TDZE	175
W21A		Apt Elev	181

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4600 direct ARWUC and via track 195° to KUTTE and hold, continue climb-in-hold to 4600.

ASOS	ANCHORAGE CENTER	CTAF
135.25	127.0 290.2	122.9 L



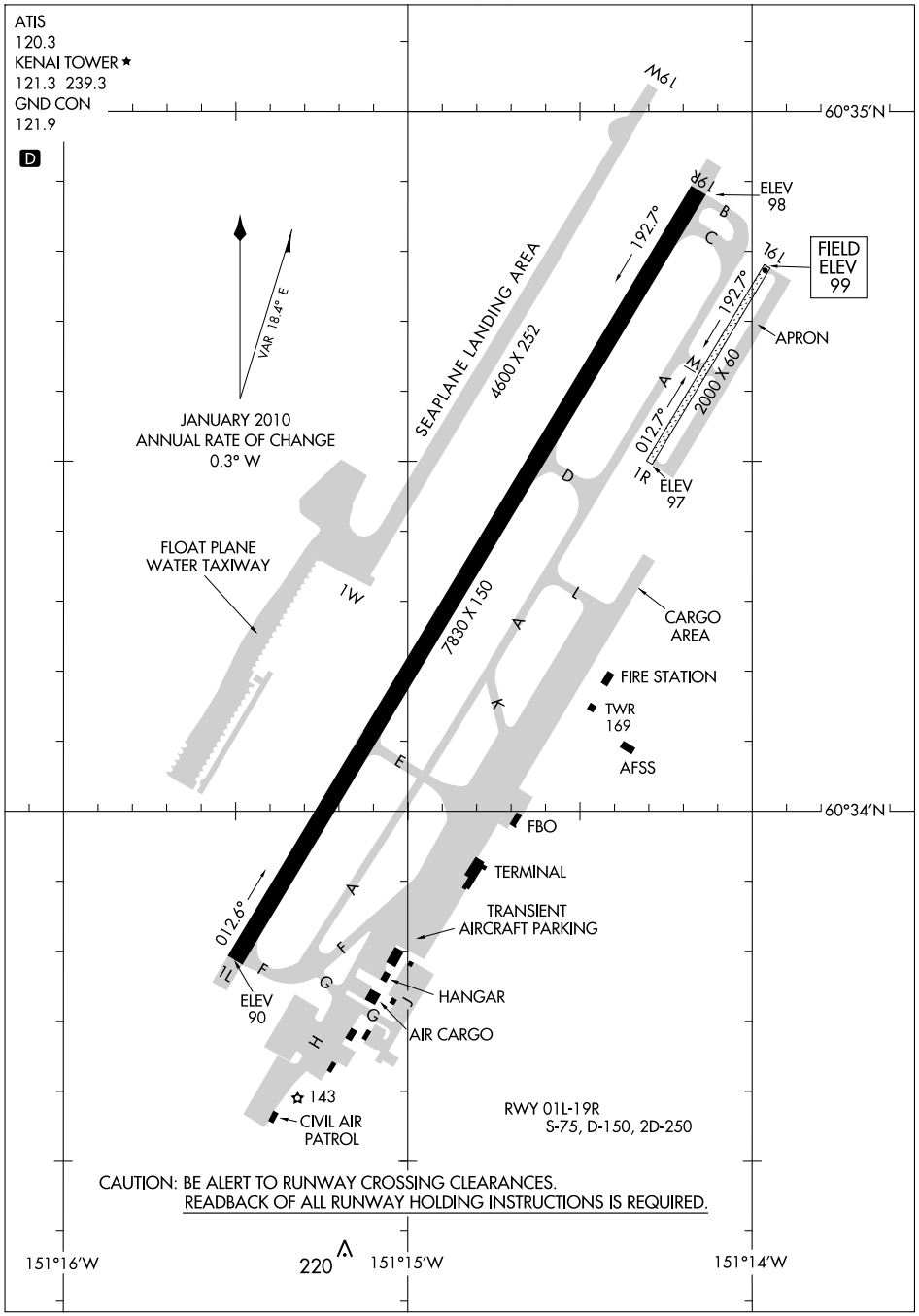
ELEV 181

CATEGORY	A	B	C	D
LPV DA	493-1 318 (400-1)			NA
LNAV/VNAV DA	598-1½ 423 (500-1½)			NA
LNAV MDA	960-1 785 (800-1)	960-1¼ 785 (800-1¼)	960-2¼ 785 (800-2¼)	NA
CIRCLING	960-1 779 (800-1)	960-1¼ 779 (800-1¼)	960-2¼ 779 (800-2¼)	NA

MIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AL-1235 (FAA)



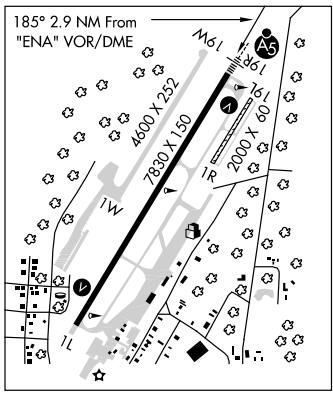
AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

DRIFT RIVER HELIPORT (3AK5) 26 W N60°35.33′ W152°09.72′ UTC−9(−8DT) **McGRATH**
PVT 30 B 40X20(GVL) H1 **H–1B, 2K, L–1A, 3D, 4F**
HELIPORT REMARKS —Attended continuously. Acft should remain well clear of tank farm and dock areas due to fumes from tankers.
COMMUNICATIONS—(CTAF 122.7) (UNICOM 122.8) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —LD call to Kenai FSS dial 907–283–7211.

§ **ISLAND LAKE SEAPLANE** (2R3) 9 N N60°42.27′ W151°18.69′ UTC−9(−8DT) **ANCHORAGE**
140 –50 06–24
SEAPLANE REMARKS —Attended Mon–Fri 1700–0200Z‡. No trans svcs avbl.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA—NOTAM ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KENAI MUNI** (ENA) (PAEN) 0 N N60°34.40′ W151°14.69′ UTC−9(−8DT) **ANCHORAGE**
P 99 BL5, 6, 8, 9 ①10 ② H78(ASP–GRVD) 01L–19R S–75, D–150, 2D–250 **H–1B, 2K, L–1A, 3D, 4F**
01R–19L **IAP, DIAP, AD**
SERVICE—S2 **FUEL** —(NC–100LL, A)
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 01L: TORA–7830 TODA–7830 ASDA–7830 LDA–7575
RWY 19R: TORA–7830 TODA–7830 ASDA–7575 LDA–7575
AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡. Class I, ARFF Index A. Unscheduled aircraft over 30 passenger seats PPR. Ctc arpt manager 907–283–7951 or 907–283–7879. Flocks of migrating birds 10 NM radius of arpt spring thru fall; moose on arpt. 24 hour credit card fuel avbl—call 907–283–4542. Landing fee for aircraft over 4,000 lbs. Transit parking under 10,000 lbs south terminal ramp; overflow over 10,000 lbs and helicopters north terminal ramp. Portions of terminal ramp, Twys G and J and all Twy H not visible fr twr. Wx avbl from Kenai twr ATIS or from FSS when Kenai twr clsd. Rwy 19R, MALSR. Rwy 01L rgt tfc. Rwy 19R touchdown RVR avbl during twr operating hrs only. ACTIVATE REIL Rwy 01L and VASI Rwys 01L and 19R—CTAF. When twr clsd HIRL Rwy 01L—19R set at Step 3 to chg intst ctc Kenai FSS.
ACTIVATE MALSR Rwy 19R when twr clsd—CTAF. ①Rwy 01L TCH 53′. GS 3.0°. Rwy 19R TCH 51′. GS 3.0°. ②Rwy 01L.



WEATHER DATA SOURCES —(ASOS 120.3 907–283–6513) (LAWRS)
(TWEB ENA 117.6) (TWEB IWW 379).
COMMUNICATIONS—(CTAF 121.3) (ATIS 120.3) (TIE–IN FSS KENAI ENA–NOTAM ENA)
RADIO —122.65 121.3 (LAA 121.3 when twr clsd.) (E)
ANCHORAGE CENTER APP/DEP CON—379.1 125.7
TOWER —239.3 121.3 (May 1–Sep 30 1500–0700Z‡, Oct 1–Apr 30 1600–0600Z‡.) **GND CON** —121.9
AIRSPACE: CLASS D svc effective May 1–Sep 30 1500–0700Z‡ Oct 1–Apr 30 1600–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION
(H)ABVORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.72′ 185° 2.9 NM to Fld.109/25E. **TWEB.**
WILDWOOD NDB(ABHW) 379 IWW N60°35.92′ W151°12.67′ 194° 1.8 NM to Fld.92/19E. **TWEB.**
ILS 108.9 I–ENA Rwy 19R. Class IE.
RADIO/NAV/WEATHER REMARKS —LC to Kenai FSS dial 283–7211. For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KENAI MUNI SEAPLANE** (ENA) 0 N N60°34.32′ W151°14.85′ UTC−9(−8DT) **ANCHORAGE**
97 B –46 01W–19W **H–1B, 2K, L–1A, 3D, 4F**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP, DIAP, AD**
SEAPLANE REMARKS —Kenai Muni Seaplane Base controlled by Kenai twr dur published hours of operation. Rwy 01W–19W CLOSED to acft ops Nov thru Apr. Wx avbl fm Kenai ATIS or fm automated FSS when Kenai twr clsd. 24 hour credit card fuel avbl—call 907–283–4542. Pattern alt 700′ AGL for seaplane base. Waterway 19 rgt tfc. For noise abatement all acft arriving to 01W and departing on 19W make final apch and cross wind turns south of beachline unless otherwise authorized by ATC. Water Indg area not visible fm twr.
WEATHER DATA SOURCES —(ASOS 120.3 (907) 283–6513) (LAWRS) (TWEB ENA 117.6) (TWEB IWW 379)
COMMUNICATIONS—(CTAF 121.3) (UNICOM 122.95) (ATIS 120.3) (TIE–IN FSS KENAI ENA—NOTAM ENA)
RADIO —122.65 121.3 (LAA 121.3 when twr clsd.) (E)
ANCHORAGE CENTER APP/DEP CON —379.1 125.7
TOWER 239.3 121.3 (May 1–Sep 30 1500–0700Z‡, Oct 1–Apr 30 1600–0600Z‡.) **GND CON** —121.9
AIRSPACE: CLASS D svc effective May 1–Sep 30 1500–0700Z‡ Oct 1–Apr 30 1600–0600Z‡ other times CLASS E.
RADIO/NAV/WEATHER REMARKS —LC to Kenai FSS dial 283–7211. For a toll free call to Kenai FSS dial 1–866–864–1737.

LOC I-ENA	APP CRS	Rwy Idg 7575
108.9	192°	TDZE 99
		Apt Elev 99

ILS or LOC RWY 19R

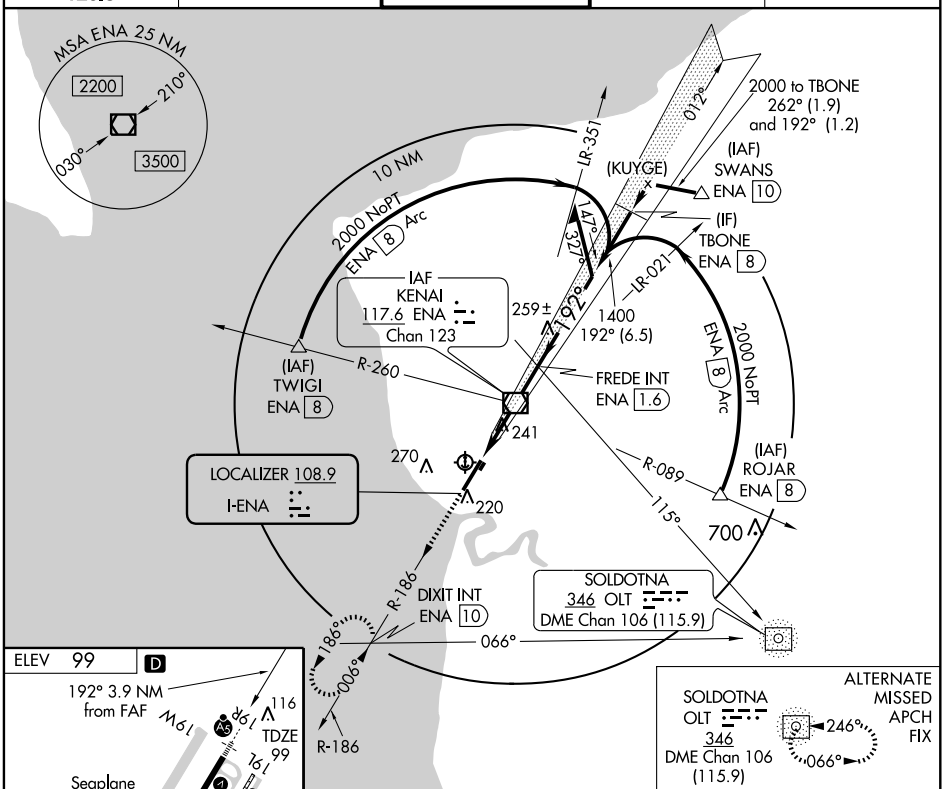
KENAI MUNI (ENA) (PAEN)

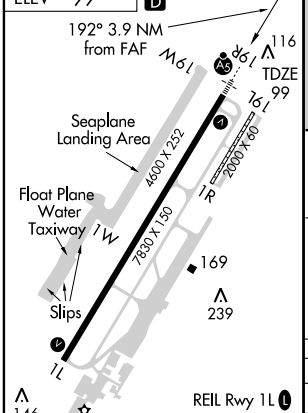
**RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF or DME required. DME from ENA VOR/DME. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

MALSR

MISSED APPROACH: Climb to 2200 via ENA VOR/DME R-186 to DIXIT INT/ ENA VOR/DME 10 DME and hold.

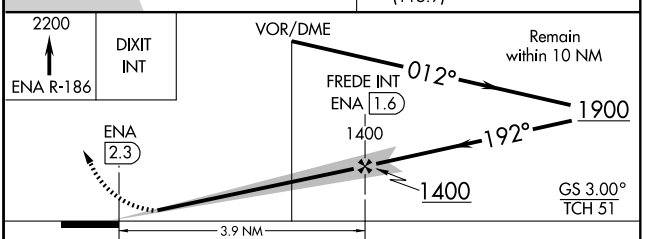
ATIS	ANCHORAGE CENTER	KENAI TOWER★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) 239.3	121.9	122.65





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

ALTERNATE MISSED APCH FIX
SOLDOTNA
OLT
346
DME Chan 106
(115.9)
246°
066°



CATEGORY	A	B	C	D
S-ILS 19R	** 299/24 200 (200-½)			
S-LOC 19R	520/24 421 (500-½)		520/40 421 (500-¾)	
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS CH 69404 W01A	APP CRS 012°	Rwy Idg 7575 TDZE 94 Apt Elev 99

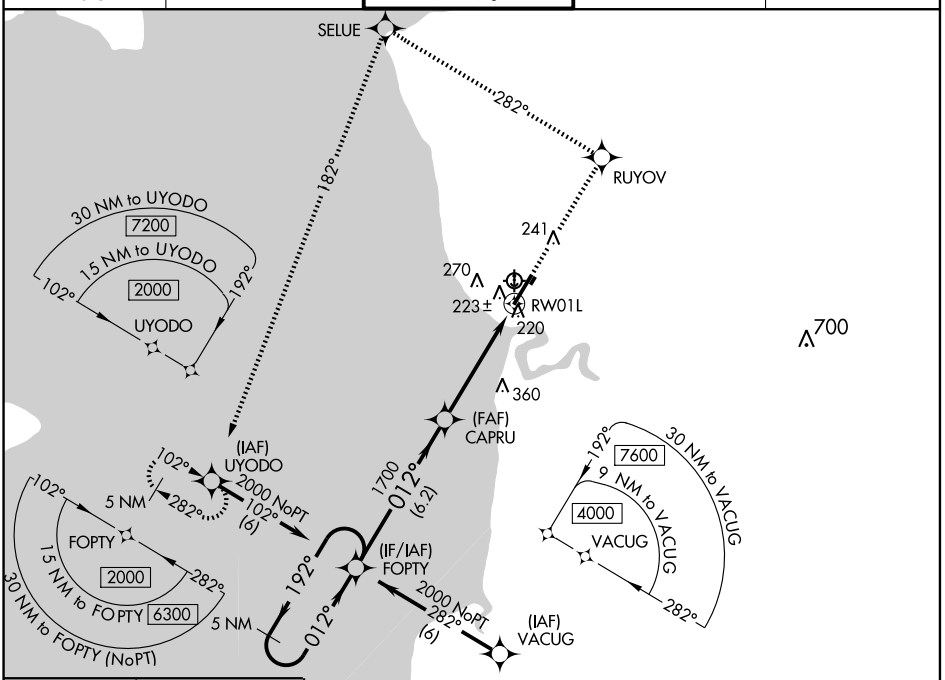
RNAV (GPS) RWY 1L

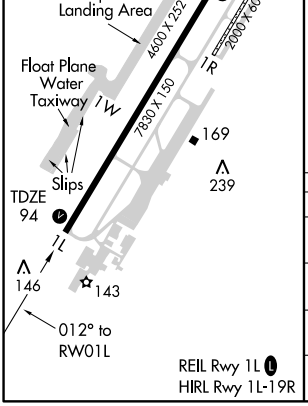
KENAI MUNI (ENA) (PAEN)

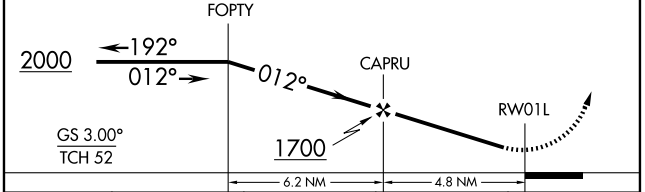
▼ BARO-VNAV NA when using Soldotna altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct RUYOV and via 282° track to SELUE and left turn via 182° track to UYODO and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) Ⓛ 239.3	121.9	122.65







CATEGORY	A	B	C	D
LPV DA	360-1 266 (300-1)			
LNAV/VNAV DA	481-1¼ 387 (400-1¼)			
LNAV MDA	500-1 406 (500-1)		500-1¼ 406 (500-1¼)	
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 7575
CH 99504	192°	TDZE 99
W19A		Apt Elev 99

RNAV (GPS) RWY 19R

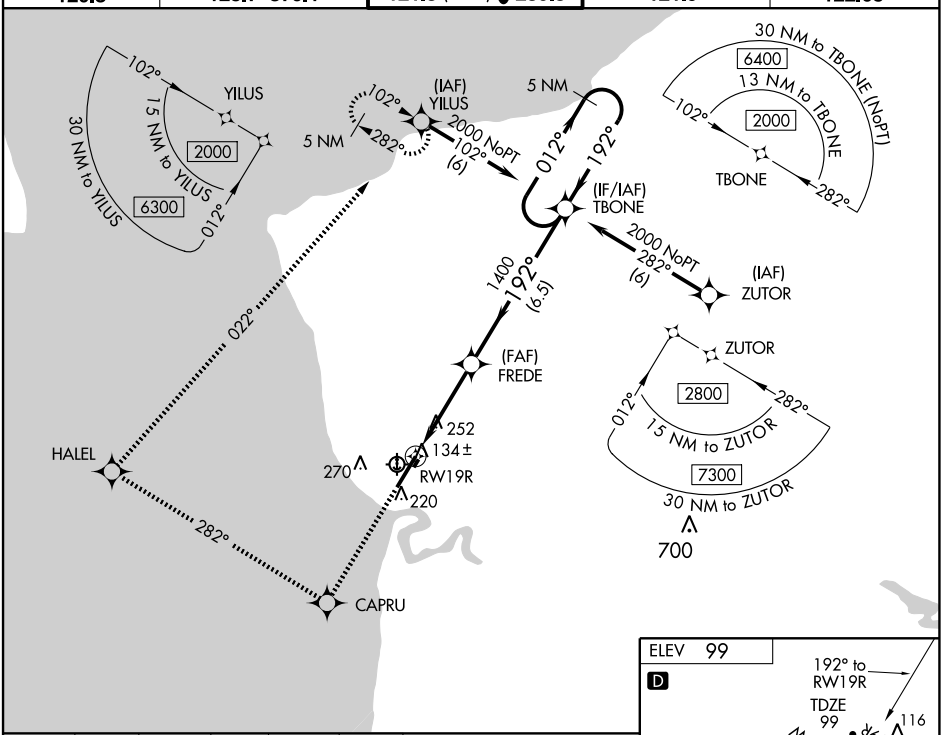
KENAI MUNI (ENA) (PAEN)

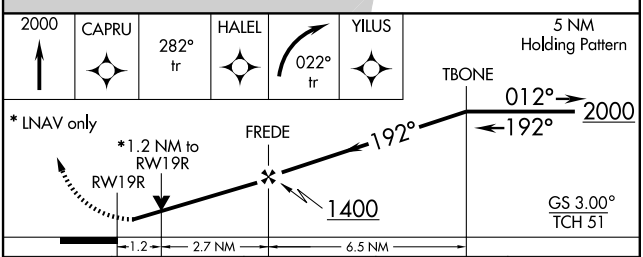
For inoperative MALSR increase LNAV/VNAV visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. BARO-VNAV NA when using Soldotna altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Soldotna altimeter setting. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

MALSR

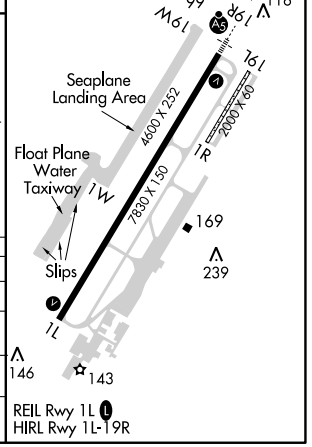
MISSED APPROACH: Climb to 2000 direct CAPRU, and via 282° track to HALEL, and right turn via 022° track to YILUS and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER ★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) 239.3	121.9	122.65





CATEGORY	A	B	C	D
LPV DA	349/24 250 (300-½)			
LNAV/VNAV DA	384/24 285 (300-½)			384/40 285 (300-¾)
LNAV MDA	520/24 421 (500-½)		520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME RWY 1L

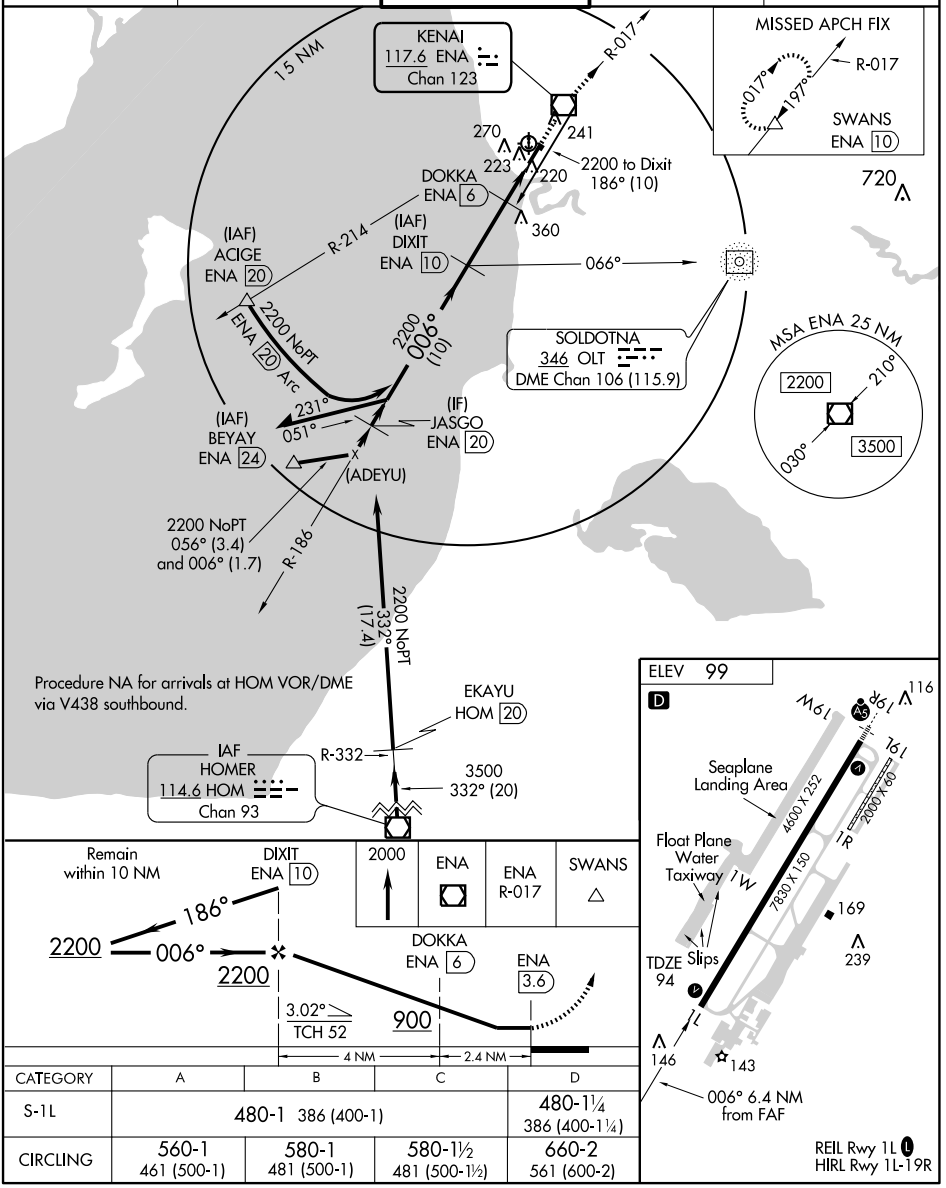
KENAI MUNI (ENA) (PAEN)

VOR/DME ENA 117.6 Chan 123	APP CRS 006°	Rwy Idg 7575 TDZE 94 Apt Elev 99

If local altimeter setting not received, use Soldotna altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ENA VOR/DME then via ENA VOR/DME R-017 to SWANS/10 DME and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER*	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) L 239.3	121.9	122.65



CATEGORY	A	B	C	D
S-1L	480-1 386 (400-1)			480-1¼ 386 (400-1¼)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME ENA	APP CRS	Rwy Idg	7575
117.6	186°	TDZE	99
Chan 123		Apt Elev	99

VOR RWY 19R

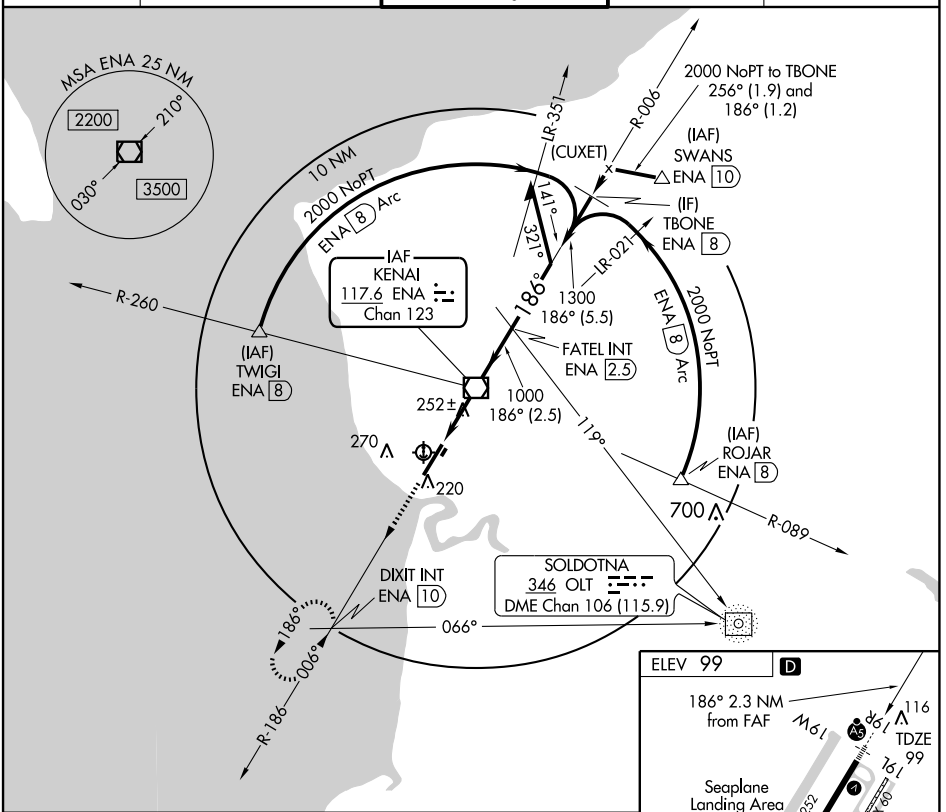
KENAI MUNI (ENA) (PAEN)

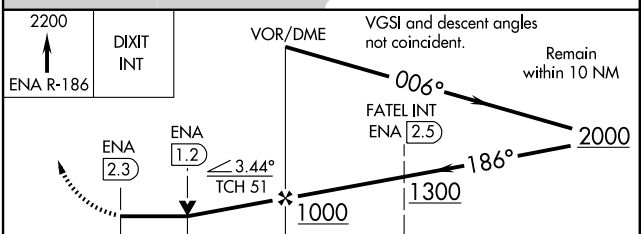
For inoperative MALSR, increase S-19R Cat D visibility to RVR 6000.
ADF or DME required. When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet.
VDP NA when using Soldotna altimeter setting.

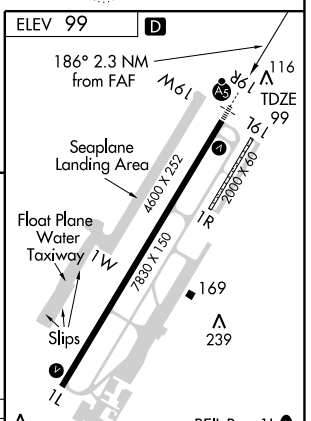
MALSR

MISSED APPROACH: Climb to 2200 via ENA VOR/DME R-186 to DIXIT INT/ KENAI 10 DME and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER ★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) L 239.3	121.9	122.65







CATEGORY	A	B	C	D
S-19R	520/24 421 (500-½)		520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

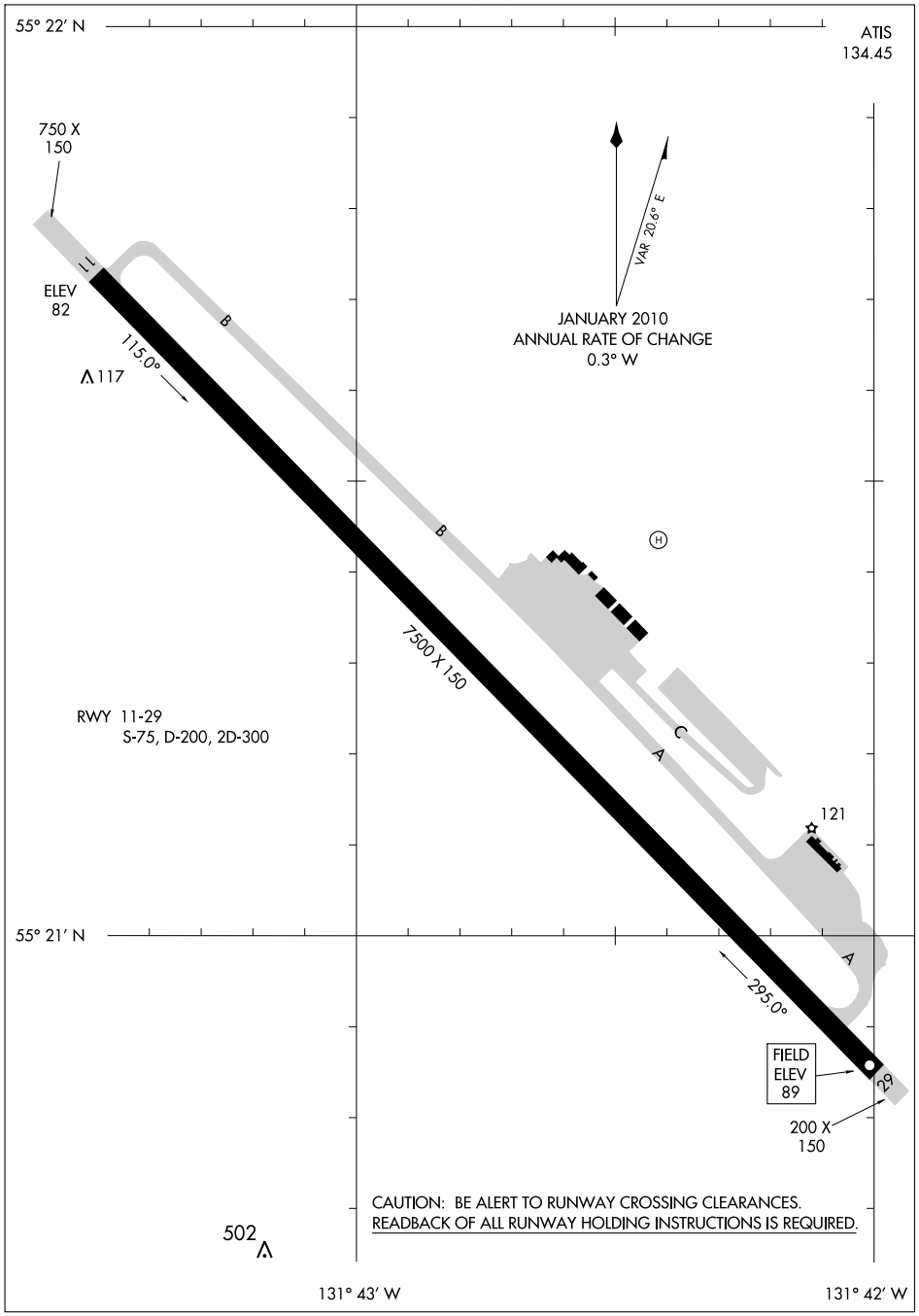
FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

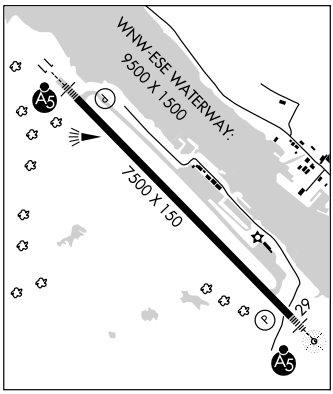
AL-6053 (FAA)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA



AK, 23 SEP 2010 to 18 NOV 2010

§ **KETCHIKAN INTL** (KTN) (PAKT) 1 W N55°21.24′ W131°42.67′ LRA UTC−9(−8DT) **KETCHIKAN**
P 89 BL 5, 6, 8, 12① H75(ASP–GRVD) 11–29 S75, T200, **H–1D, L–1C**
TT300 WNW–ESE **IAP, AD**
FUEL — (100LL, A)



AIRPORT REMARKS —Special Air Traffic Rules–Part 93, and standard VFR arr and departure procedures and pattern information, see Regulatory Notices. Attended Sep–May 1500–0630Z‡, Jun–Aug 1500–0700Z‡. Class I, ARFF Index B. USCG helipad located at N55–21–27.6 W131–42–19.8 invof Ketchikan Intl arpt and Seaplane Base. Helipad is for USCG MED–VAC missions only. POC is Commander CG District 17, 709 W 9th St, RM 661. Box 25517 Juneau, AK 99802, 907–463–2247/2000. Terrain causes turbulence on arrival and departure routes. WX permitting rgt tfc for Rwy 11 for light single/twin engine acft. No snow or ice removal when arpt not attended. Surface condition reports reflect conditions while arpt attended only. Rwy 11 and Rwy 29 RVR touchdown and rollout avbl. No landing fee for general aviation acft under 6000 lbs on rwy. Landing fee for float plane for use of seaplane base float and for multi-engine acft. Air taxi and boat tfc in harbor. Floating debris may be in waterway. W end of arpt dock is clsd Nov 1 to Apr 1 annually. Ferry between arpt and city operates continually while arpt attended. Birds on and in vicinity of airport. Deer in vicinity of arpt. Fuel avbl at 122.95 or call (907) 247–5701 from 1530–0530Z‡, after hours call 907–617–4897. Military contract fuel avbl. All acft prior to operating on apron or taxiway must contact Ketchikan FSS and advise intentions. Rwy 11–29 sand used to enhance rwy friction may not meet FAA specs. Be alert: See Regulatory Notices—KETCHIKAN INTERNATIONAL AIRPORT SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS. See GENERAL NOTICES—ENTRY REQUIREMENTS (CIVIL). When KTN FSS clsd, ACTIVATE HIRL Rwy 11–29, MALSR Rwy 11, MALSR Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 opr continuously. Rotating bcn opr continuously when KTN FSS clsd. Rwy 11 PAPI OTS indef. ① Rwy 29, TCH 49′. GS 3.0°. Rwy 11, TCH 50′. GS 3.6°.

WEATHER DATA SOURCES —(ASOS (907) 247–8801) (WX CAM).

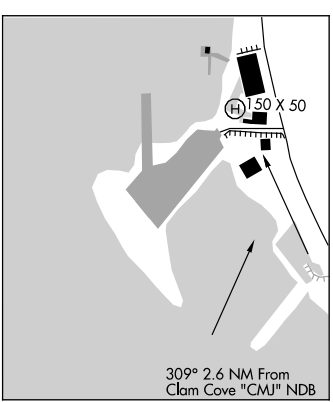
COMMUNICATIONS—(CTAF 123.6) (UNICOM 122.95) (ATIS 134.45) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)
RADIO —123.6 122.2 5631 2866 **(E)** (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON– 284.6 118.5

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION—(VOT 111.0)
CLAM COVE NDB(HW) 396 CMJ N55°20.72′ W131°41.78′ At Fld.15/21E.
NDB unusable beyond 15 NM.
VHF/DF ⓑ—contact KETCHIKAN FSS DF OTS indef.
ILS/DME 109.3 I–ECH Chan 30 Rwy 11. Class IT. Localizer unusable byd 25° left of course, byd 15° right of course.

RADIO/NAV/WEATHER REMARKS —For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380. VHF/DF antenna located at Annette Island. DF unuse 350°–100° byd 5 NM all altitudes and 100°–350° byd 25 NM blw 1500′. ATIS operated by Ketchikan FSS.

KETCHIKAN (TEMSCO H) (17AK) 4 NW N55°22.98′ W131°44.10′ UTC−9(−8DT) **KETCHIKAN**
PVT 20 150 X 50 (CON) S6



HELIPORT REMARKS —Unattended. Private heliport except for emergencies prior permission for use is required. Ctc TEMSCO on 130.3 or phone 907–225–5141 for ldg permission. Helicopter ldg, tkof and opr in seaplane tiedown and pullout area prohibited. Ldg and tkof of wheeled airplanes prohibited. Located NE corner of Peninsula Point Pullout.

COMMUNICATIONS—(TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡ OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

ILS or LOC/DME Y RWY 11

KETCHIKAN INTL (KTN)(PAKT)

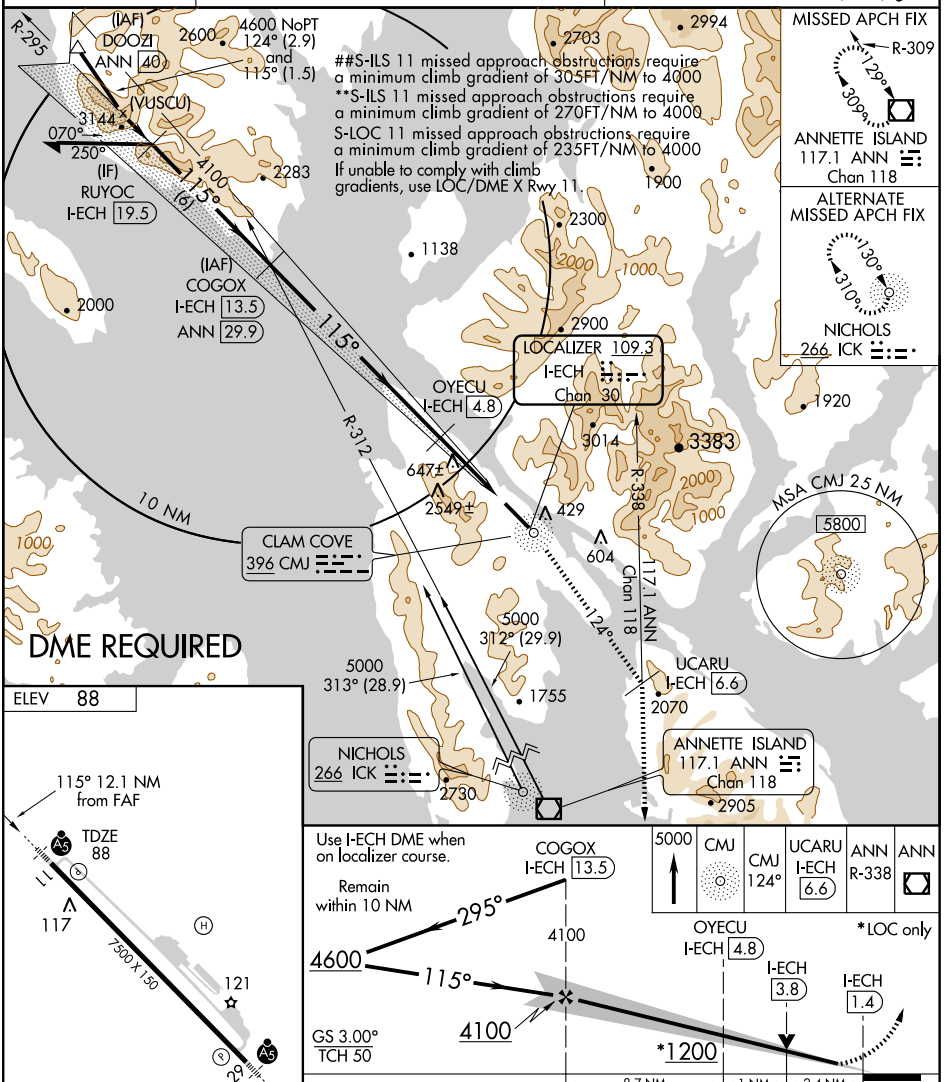
LOC/DME I-ECH	APP CRS	Rwy Idg 7500
109.3	115°	TDZE 88
Chan 30		Apt Elev 88

For inoperative MALSR, increase **S-ILS 11 visibility to RVR 6000 and S-LOC Cat A visibility to RVR 5000. ADF required. ##RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) L



CATEGORY	A	B	C	D
##S-ILS 11	288/24 200 (200-½)			
**S-ILS 11	477/40 389 (400-¾)			
S-LOC 11	900/40 812 (900-¾)		900-2 812 (900-2)	900-2¼ 812 (900-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-ECH	APP CRS	Rwy Idg 7500
109.3	115°	TDZE 88
Chan 30		Apt Elev 88

ILS or LOC/DME Z RWY 11

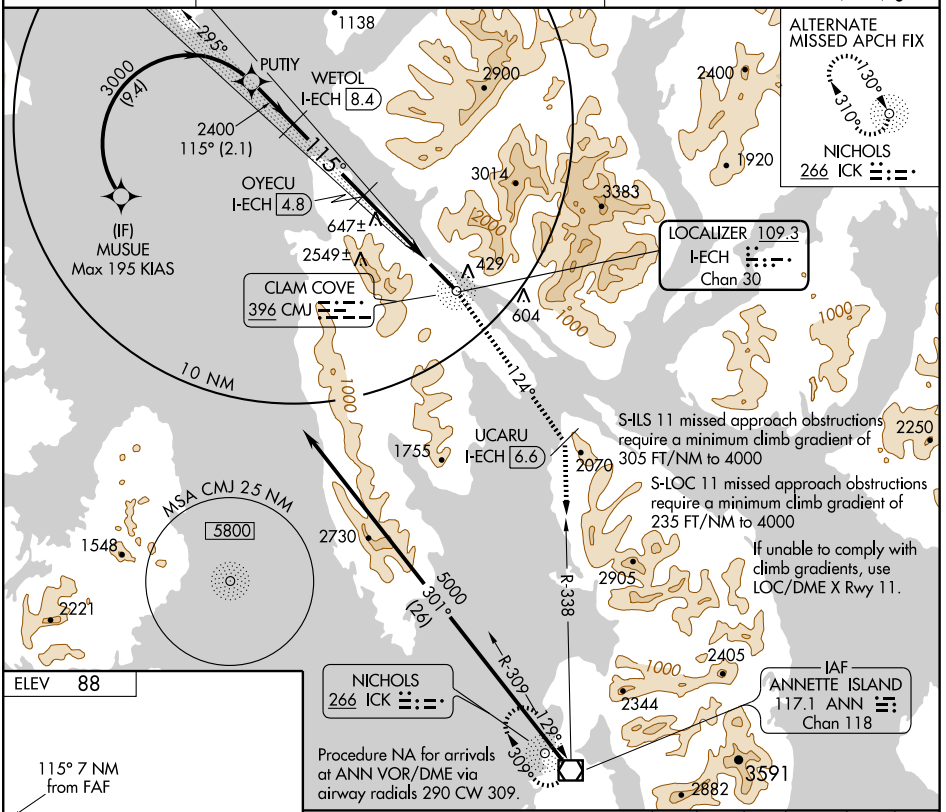
KETCHIKAN INTL (KTN)(PAKT)

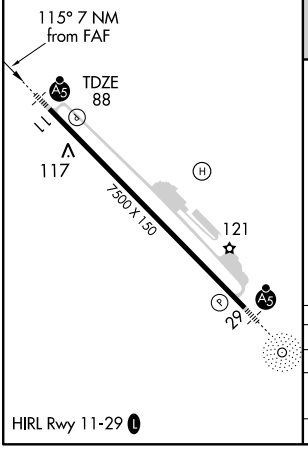
▼ ▲ # RVR 1800 authorized with the use of FD or AP or HUD to DA. RF, GPS, and ADF required. For inoperative MALSR, increase S-LOC 11 Cat A visibility to RVR 5000.

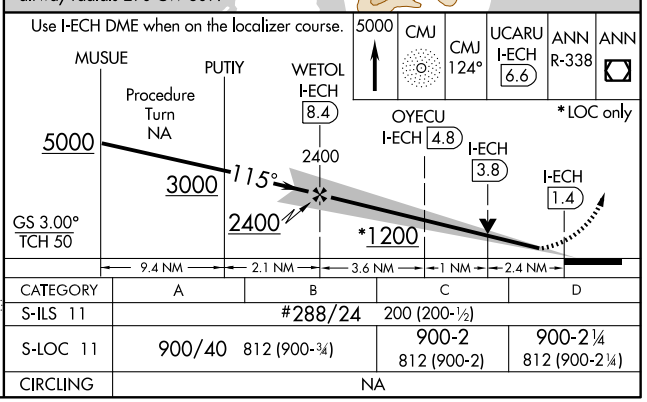
MALSR

MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/ I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) L







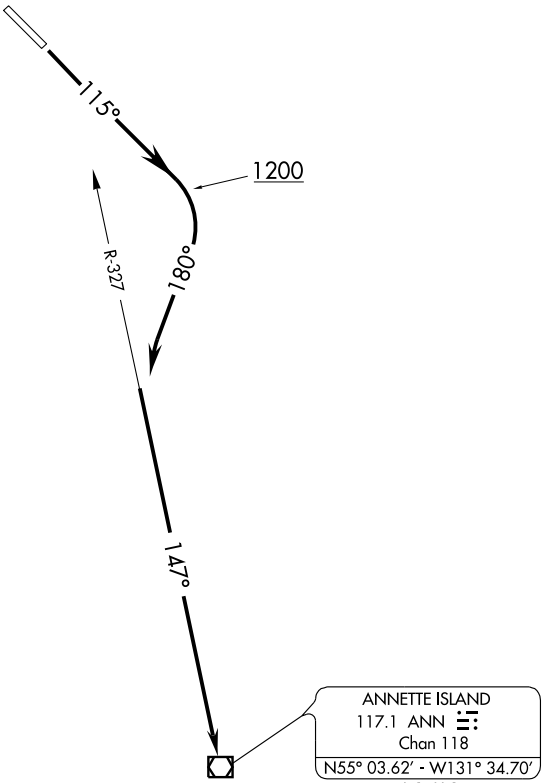
CATEGORY	A	B	C	D
S-ILS 11	#288/24		200 (200-½)	
S-LOC 11	900/40	812 (900-¾)	900-2 812 (900-2)	900-2¼ 812 (900-2¼)
CIRCLING	NA			

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

KETCHIKAN FIVE DEPARTURE (OBSTACLE)

AK, 23 SEP 2010 to 18 NOV 2010

ATIS 134.45
ANCHORAGE CENTER
118.5 284.6
CTAF 123.6
UNICOM 122.95



TAKE-OFF MINIMUMS:
Rwy 11, 300-1 with minimum climb of 340 feet per NM to 3400.
Rwy 29, NA - ATC.

TAKE-OFF OBSTACLES:
Rwy 11, Multiple trees beginning 678' from DER, 13' right of centerline, up to 148' AGL/344' MSL. Multiple trees and obstacle light on tower beginning 691' from DER, 210' left of centerline, up to 148' AGL/547' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 115° to 1200, then climbing right turn to 5000 via heading 180° to intercept ANN R-327 to ANN VOR/DME before proceeding on course.

LOC/DME I-ECH	APP CRS	Rwy Idg 7500
109.3	115°	TDZE 88
Chan 30		Apt Elev 88

LOC/DME X RWY 11

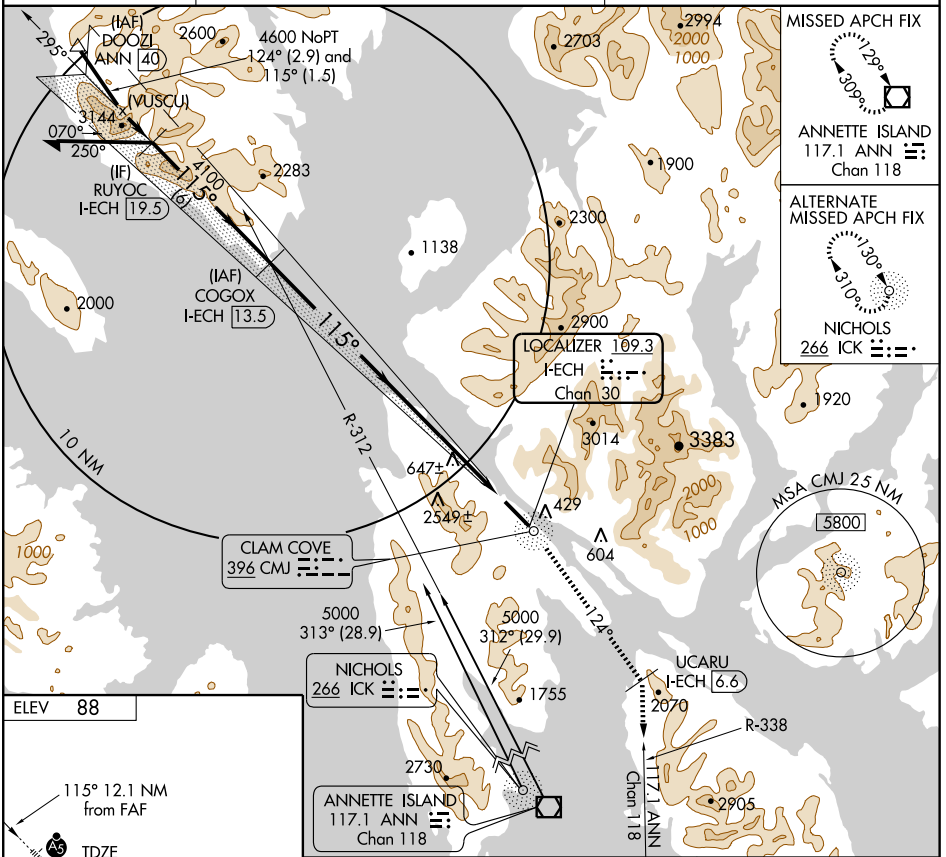
KETCHIKAN INTL (KTN)(PAKT)

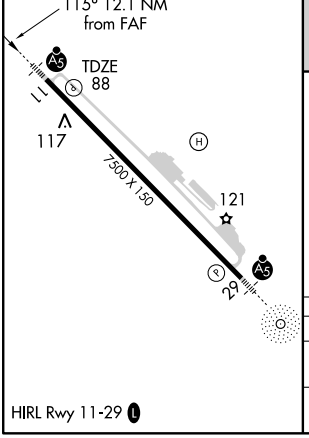
Circling NA at night.
Inoperative table does not apply.
ADF required.

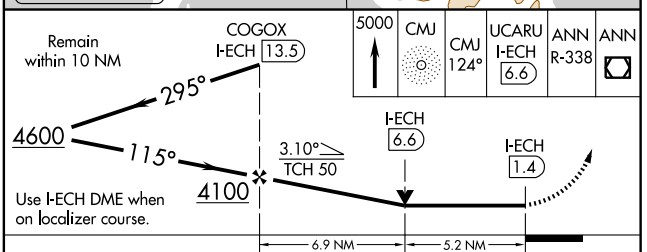
MALSR

MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) L







CATEGORY	A	B	C	D
S-11	1780/60 1692 (1700-1¼)	1780-1½ 1692 (1700-1½)	1780-3	1692 (1700-3)
CIRCLING	2440-1¼ 2352 (2400-1¼)	2700-1½ 2612 (2700-1½)	2900-3 2812 (2900-3)	3280-3 3192 (3200-3)

HIRL Rwy 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
295°	TDZE	N/A
	Apt Elev	88

AL-6053 (FAA)

RNAV (GPS)-B

KETCHIKAN INTL (KTN)(PAKT)

DME/DME RNP- 0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct CLOYD and via 296° track to DOOZI and hold.

ATIS	ANCHORAGE CENTER	KETCHIKAN RADIO
134.45	118.5 284.6	123.6 (CTAF) L

AK, 23 SEP 2010 to 18 NOV 2010

MISSED APCH FIX

5 NM 29° 309° DOOZI

CLOYD 296° 1138 2900 2000 1000 2400 3014 1920 3383

DWARF 5000 106° (26) 2558 1000

2549± 429 604 RW29

1006± (FAF) ROZMO

3600 295° (2.5) WAGOV 2070 3900 (3.5) 295° (IF) LATRY

1755 2730 2905

1548 2070 3397 2221

(IAF) GIRTS 4400 025° (8)

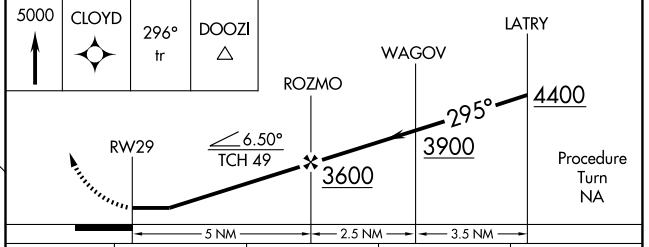
2344 2405 3591 2882

ELEV 88

MSA RW29 25 NM 5800

117 7500 X 150 121 29 295° to RW29

5000	CLOYD	296° tr	DOOZI



CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 2352 (2400-1¼)	2700-1½ 2612 (2700-1½)	2900-3 2812 (2900-3)	3280-3 3192 (3200-3)

HIRL Rwy 11-29 L

55°21'N-131°43'W

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS)-B

AL-6053 (FAA)

WAAS CH 58009 W11A	APP CRS 114°	Rwy Idg 7500 TDZE 88 Apt Elev 88

RNAV (GPS) RWY 11

KETCHIKAN INTL (KTN)(PAKT)

For inoperative MALSR, increase LPV DA visibility to RVR 6000. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct FESVA and via 150° track to ANN VOR/DME and hold.

ATIS	ANCHORAGE CENTER	KETCHIKAN RADIO
134.45	118.5 284.6	123.6 (CTAF) L

AK, 23 SEP 2010 to 18 NOV 2010

Procedure NA for arrivals at DOOZI via V317 northwestbound.

(IAF) DOOZI

4600 118° (8.5)

3144

(IF) JANEM

3000 114° (5.1)

COSIL

2400 114° (1.9)

WETOL

4600 022° (11.8)

(IAF) DWARF

Strong winds on final approach may cause severe turbulence.

Missed Approach requires minimum climb of 260 feet per NM to 4000. If unable to comply with climb gradient, use RNAV (GPS)-B.

MSA RW 11 25 NM 5800

RW11

2549±

429

604

FESVA

150°

2105 2600 2283 2846 2000 2526 2558 1138 2300 2900 3014 3383 1900 2994 2703 2000 1000 1755 2070 2730

ELEV 88

114° to RW11

TDZE 88

117

7500 X 150

121

29

MISSED APCH FIX

129° 309°

ANNETTE ISLAND ANN

Procedure Turn NA

JANEM 4600

COSIL 3000

WETOL 2400

114°

RW11

GS 3.00° TCH 50

2400

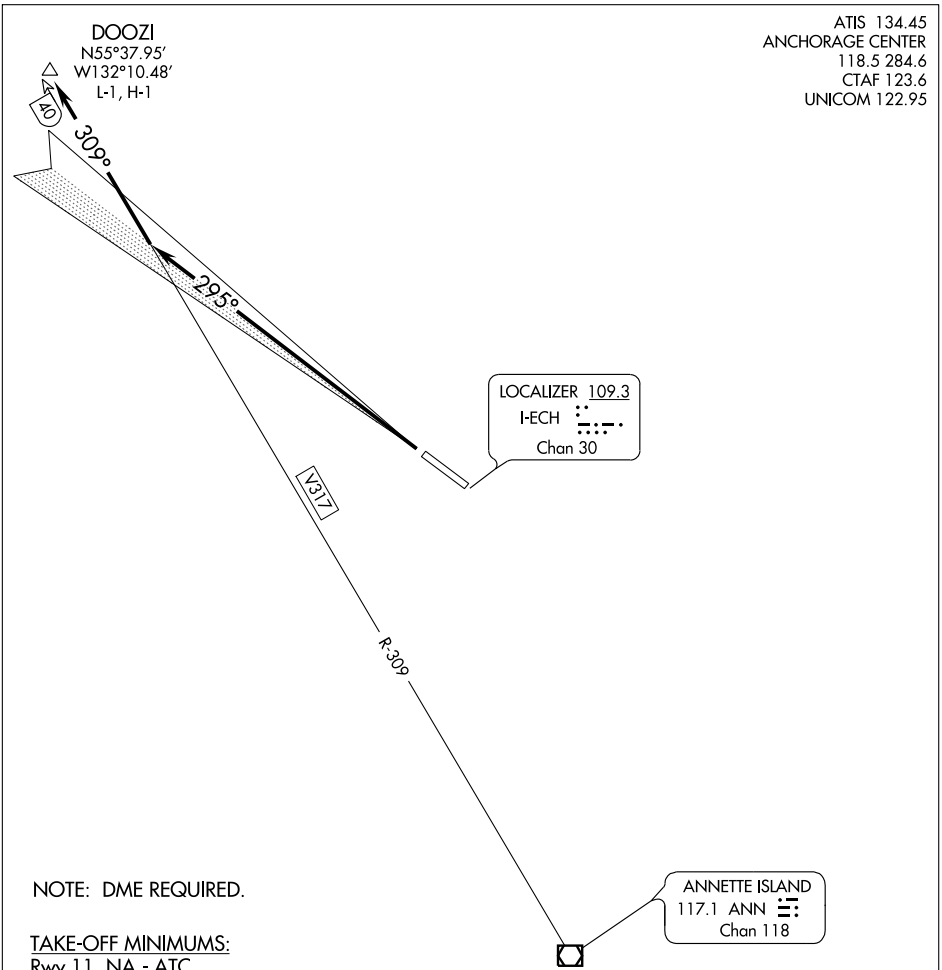
5.1 NM 1.9 NM 6.8 NM

5000 FESVA 150° tr ANN

CATEGORY	A	B	C	D
LPV DA	438/40 350 (400-¾)			

HIRL Rwy 11-29 L

SKOWL ONE DEPARTURE (OBSTACLE)



NOTE: DME REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 11, NA - ATC.
Rwy 29, 400-1¼ with minimum climb of 380 feet per NM to 5300.

TAKE-OFF OBSTACLES:
Rwy 29, Ships beginning 1933' from DER, 1004' right of centerline, up to 150' AGL/150' MSL. Multiple trees begininng 206' from DER, 513' left of centerline, up to 148' AGL/410' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb to assigned altitude via I-ECH Localizer NW course 295° to intercept/join ANN VOR/DME R-309/V317 to DOOZI/40 DME before proceeding on course.

§ **MURPHYS PULLOUT SEAPLANE** (8K9) 5 NW N55°23.38′ W131°44.28′ UTC−9(−8DT) **KETCHIKAN**

P 00 –100 NE–SW

SEAPLANE REMARKS —Unattended. Boats may be tied to SPB dock/float ramp. No public float plane parking avbl. Auto dial phone for FSS ATIS Hospital USCG and spill response avbl.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

§ **PENINSULA POINT PULLOUT SEAPLANE** (9CØ) 4 NW N55°23.08′ W131°44.30′ UTC−9(−8DT) **KETCHIKAN**

P 00 –90 NE–SW

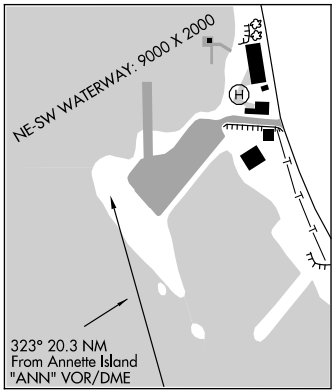
SERVICE—S4 **FUEL**—(NC–100LL)

SEAPLANE REMARKS —Unattended. Landing and tkof of wheeled airplanes prohibited. TEMSCO Helicopter landing pads adj to basin, helicopters in vicinity at low altitudes. For fuel, maint and parking ctc 907–225–0337.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO AIDS TO NAVIGATION—LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



KIANA

§ **BOB BAKER MEM** (IAN) (PAIK) 1 N N66°58.56′ W160°26.19′ UTC−9(−8DT) **NOME**

P 166 BL4 34(GVL) 06–24 **L–4I**

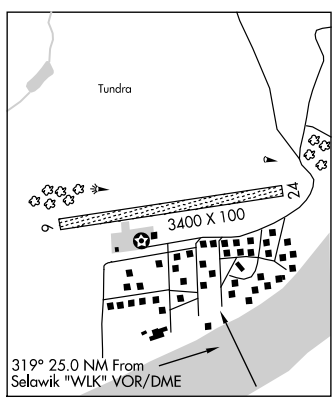
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 24 slope 0.7% up SW. Rwy 06–24 marked with reflective thld cones. ACTIVATE MIRL Rwy 06–24 and rot bcn—CTAF. **IAP**

WEATHER DATA SOURCES—(AWOS–3 119.025 907–475–2004) (WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM IAN OT CTC FAIRBANKS FAI)

ANCHORAGE CENTER APP/DEP CON—263.0 119.2

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



RNAV (GPS) RWY 6

KIANA/ BOB BAKER MEMORIAL (IAN)(PAIK)

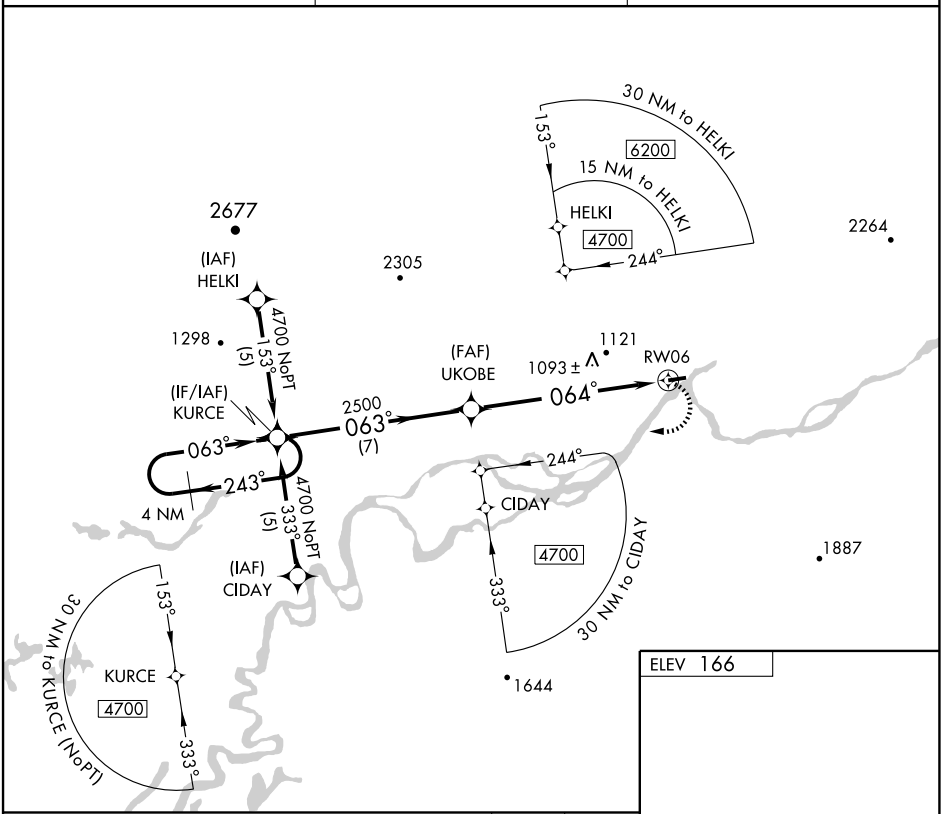
APP CRS	Rwy Idg	3400
064°	TDZE	166
	Apt Elev	166

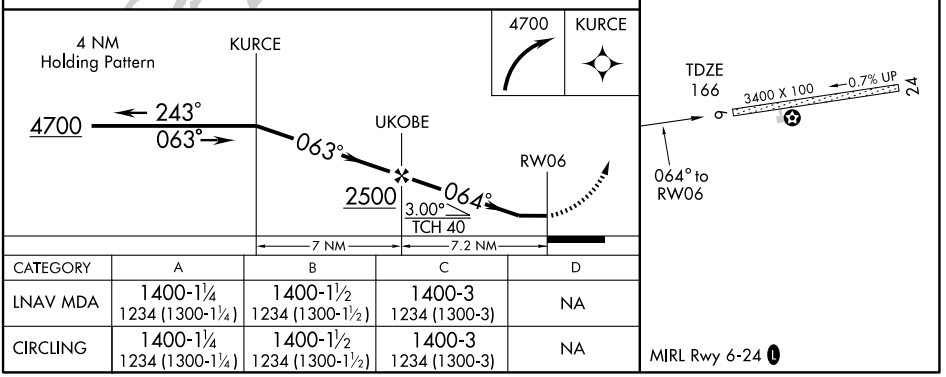
Procedure NA at night.
Use SELAWIK altimeter setting.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 4700 direct KURCE and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.025	119.2 263.0	122.7 L





CATEGORY	A	B	C	D
LNAV MDA	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3 1234 (1300-3)	NA
CIRCLING	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3 1234 (1300-3)	NA

MIRL Rwy 6-24 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

KIANA/BOB BAKER MEMORIAL (IAN)(PAIK)

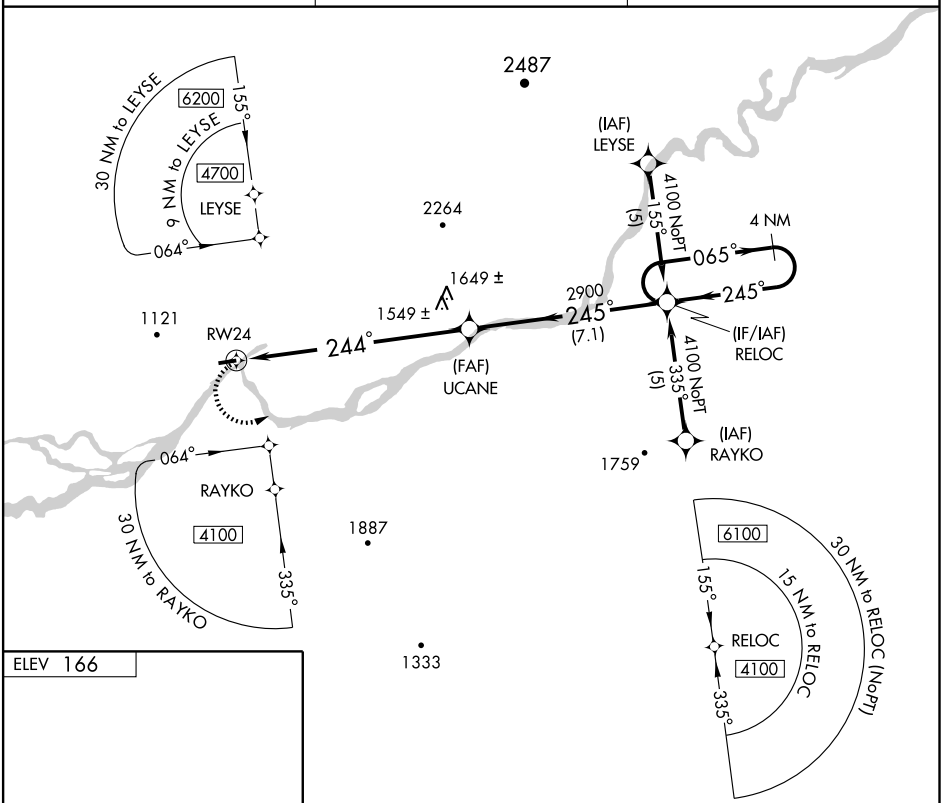
APP CRS	Rwy Idg	3400
244°	TDZE	164
	Apt Elev	166

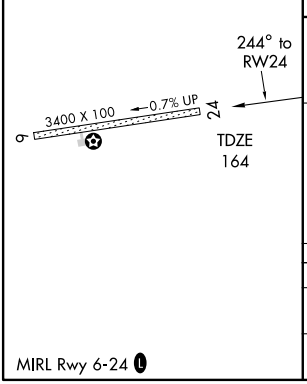
Procedure NA at night.
Use Selawik altimeter setting.
DME/DME RNP-0.3 NA.

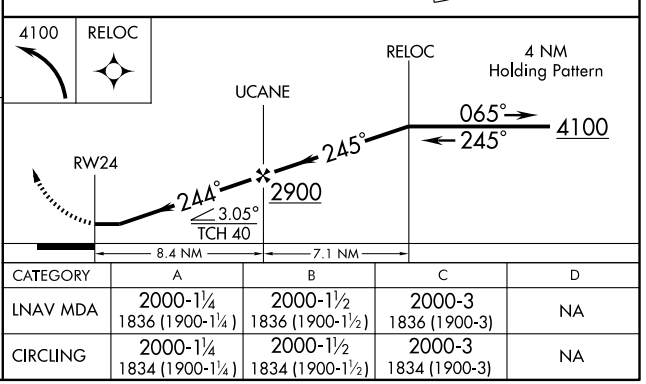
NA

MISSED APPROACH: Climbing left turn to 4100 direct RELOC and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.025	119.2 263.0	122.7 L







CATEGORY	A	B	C	D
LNAV MDA	2000-1¼ 1836 (1900-1¼)	2000-1½ 1836 (1900-1½)	2000-3 1836 (1900-3)	NA
CIRCLING	2000-1¼ 1834 (1900-1¼)	2000-1½ 1834 (1900-1½)	2000-3 1834 (1900-3)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

(WLK1.WLK) 09071

KIANA/ BOB BAKER MEMORIAL (IAN)(PAIK)

SELAWIK ONE DEPARTURE (RNAV) (OBSTACLE)

KIANA, ALASKA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

SELAWIK ONE DEPARTURE (RNAV) (OBSTACLE)

KIANA, ALASKA

(WLK1.WLK) 09071

KIANA/ BOB BAKER MEMORIAL (IAN)(PAIK)

§ **KING COVE** (KVC) (PAVC) 4 NE N55°06.98′ W162°15.97′ UTC−9(−8DT) **COLD BAY**

P 155 BL4, 10①, 12② 35(GVL) 07–25 **L–2J**

IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. 16 + Kt winds in NE, E, NW quadrants. Wind funnels down canyon west of Rwy 07. Rwy 07–25 soft during spring breakup and after heavy rain. Rwy safety area 4000X125. 24″ dropoff on both sides of rwy. ACTIVATE PAPI and REIL Rwy 07 and Rwy 25—CTAF. ①Rwy 07, Rwy 25. ②Rwy 07. Rwy 25, TCH 25′. GS 3.0°.

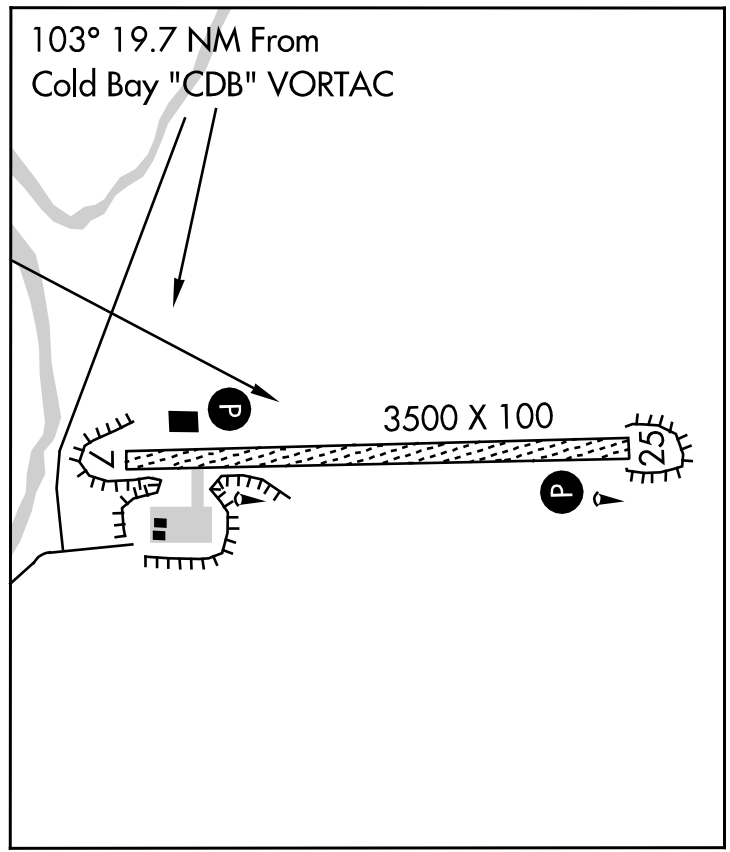
WEATHER DATA SOURCES—(ASOS 118.325 907–497–4279) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM KVC OT CTC KENAI ENA)

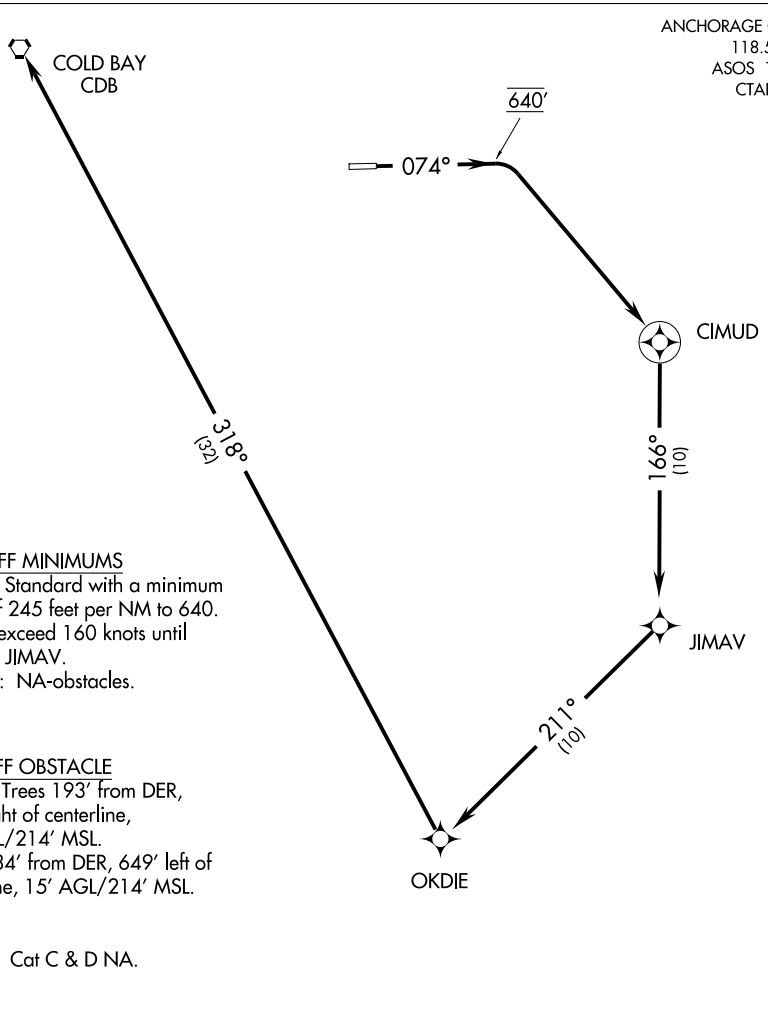
RCO—122.25 (COLD BAY FSS) (Oprs 1700–0300Z‡ OT ctc Kenai FSS)

ANCHORAGE APP/DEP CON—278.3 118.5

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



COLD BAY ONE DEPARTURE (RNAV) (OBSTACLE)



TAKEOFF MINIMUMS
Rwy 7: Standard with a minimum climb of 245 feet per NM to 640. Do not exceed 160 knots until passing JIMAV.
Rwy 25: NA-obstacles.

TAKEOFF OBSTACLE
Rwy 7: Trees 193′ from DER, 523′ right of centerline, 15′ AGL/214′ MSL.
Trees 634′ from DER, 649′ left of centerline, 15′ AGL/214′ MSL.

NOTE: Cat C & D NA.

NOTE:
1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAY 7: Climb via heading 074° to 640′, then climbing right turn to 4000 direct CIMUD, and via 166° track to JIMAV, and via 211° track to OKDIE and right turn via 318° track to CDB VORTAC.

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	155

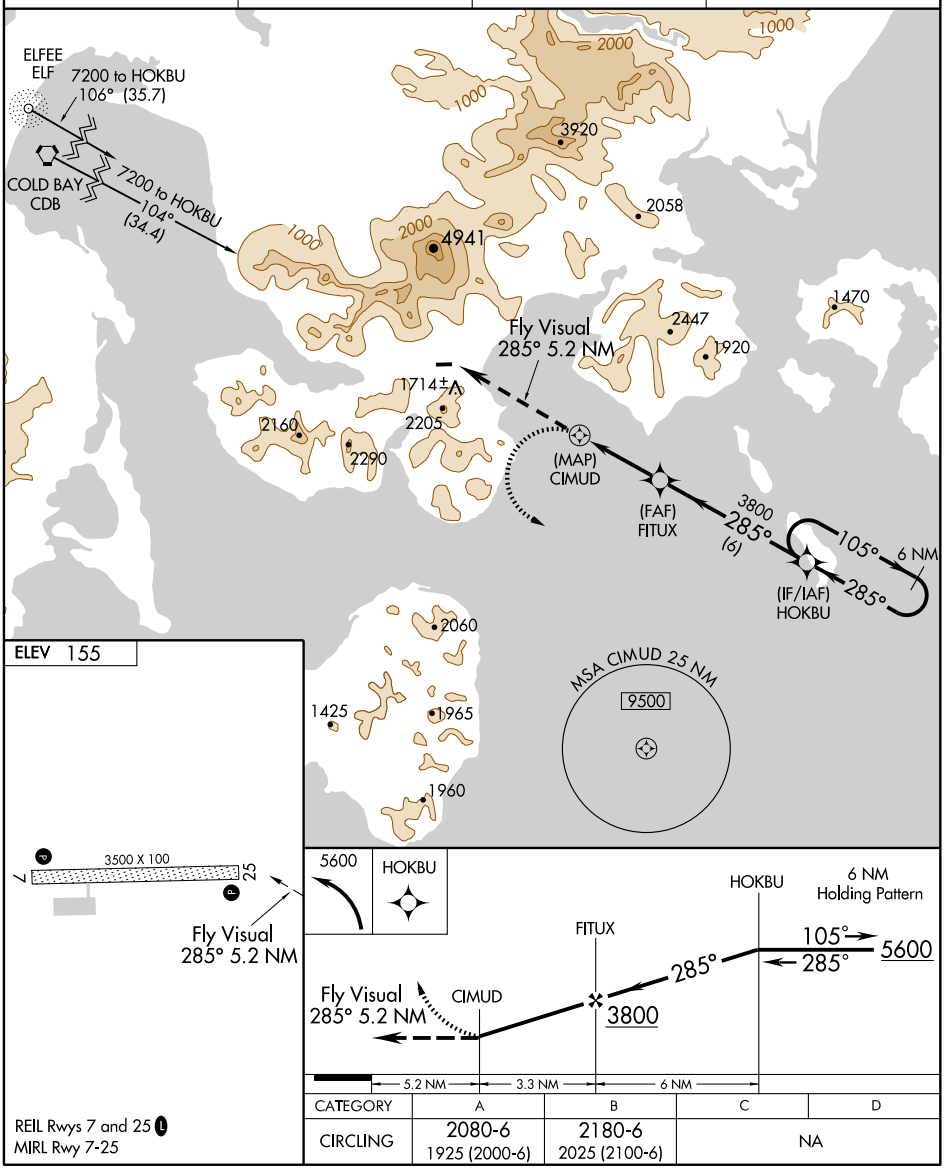
RNAV (GPS)-A

KING COVE (KVC)(PAVC)

Circling NA north of Rwy 7-25.
Procedure NA at night.
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cold Bay altimeter setting.

MISSED APPROACH: Climbing left turn to 5600 direct HOKBU and hold, continue climb in hold to 5600. When authorized by ATC, climb-in-hold to 7200 then proceed direct ELFEE NDB.

ASOS	COLD BAY ASOS	ANCHORAGE CENTER	CTAF
118.325	135.75	118.5 278.3	122.9 (L)



CATEGORY	A	B	C	D
CIRCLING	2080-6 1925 (2000-6)	2180-6 2025 (2100-6)	NA	

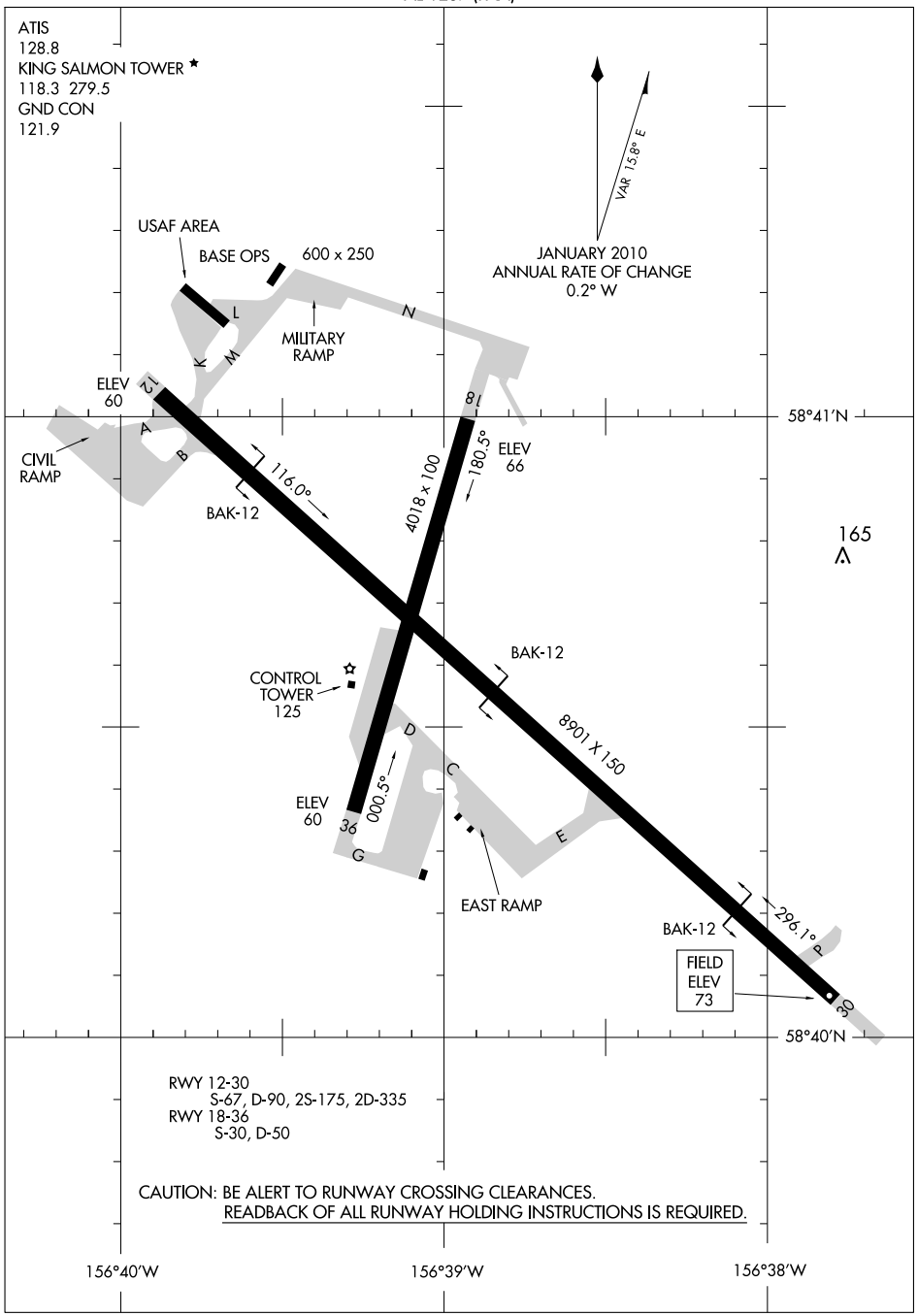
REIL Rwys 7 and 25 (L)
MIRL Rwy 7-25

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-1237 (FAA)

KING SALMON (AKN)(PAKN)
KING SALMON, ALASKA



AK, 23 SEP 2010 to 18 NOV 2010

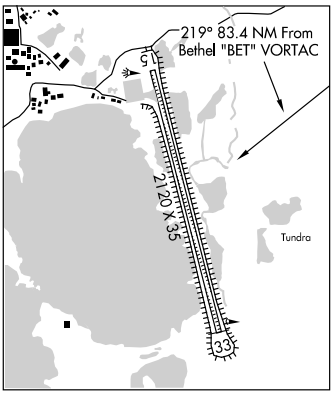
AIRPORT DIAGRAM

KING SALMON, ALASKA
KING SALMON (AKN)(PAKN)

10210

§ **KING SALMON SEAPLANE** (AKN) 0 SE N58°40.61′ W156°38.95′ UTC−9(−8DT) **KODIAK**
57 –40 NW/SE **H–1B, 2J, L–2J, 3C**
FUEL —100LL, A, B **IAP, DIAP, AD**
SEAPLANE REMARKS —Attended Mon–Fri 1700–0100Z‡. Deployed/transient Air Defense Alert FTRS may scramble at any time. Flocks of large migratory birds in vicinity during season. Landing area Rwy NW–SE also used by boats. 100LL and Jet A avbl at seaplane fr fuel truck.
WEATHER DATA SOURCES—(ASOS 907–246–7506).
COMMUNICATIONS—(CTAF 352.05 121.9) (PTD 372.2) (ATIS 128.8) (TIE–IN FSS KENAI ENA–NOTAM AKN)
AIRSPACE: CLASS D svc 1 Aug–14 Jun 1700–0500Z‡, 15 Jun–31 Jul 1700–0700Z‡ other times CLASS E.
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KIPNUK** (IIK) (PAKI) 0 SE N59°55.98′ W164°01.83′ UTC−9(−8DT) **BETHEL**
P 11 21(GVL) 15–33 **L–3B**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Be Alert: smaller active Rwy 15–33 appears as a twy to future large rwy. Do not land on large (future) rwy it is soft, uneven, and has small ponds. Currently settling to facilitate construction. Frequent crosswinds. Windsock unreliable. Heavy bird activity near rwy. Rwy 15 eroded safely area slopes off to tundra sharply. Twr 30′ AGL unlighted 300′ NNE. Emergency rwy lgts: contact Kipnuk Village Council at 907–896–5515. Rwy 15–33 has deep ruts, heaves, and dips. Rwy 15–33 thld marked with damaged 3′ ornage cones. Rwy 33 rgt tfc. **IAP**

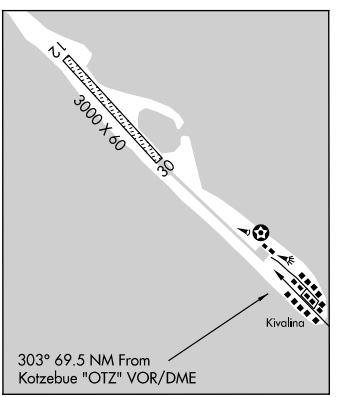


WEATHER DATA SOURCES—(ASOS 118.325 907–896–5510) (WX CAM)
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM IIK)
RCO—122.6 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

KITIMAT BC N54°03.23′ W128°40.22′ **L–1D**
NDB(HZ) 203 ZKI 345° 25.0 NM to Terrace./22E.

KITSAP WA N47°29.54′ W122°45.40′ **SEATTLE**
NDB(MHW) 206 PWT at Bremerton National/20E.
NDB unusable:
210°–310° byd 12 NM.

§ **KIVALINA** (KVL) (PAVL) 0 NW N67°44.17′ W164°33.81′ UTC−9(−8DT) **NOME**
P 13 BL4 30(GVL) 12–30 **L–4H**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 12–30 gravel surface is loosely packed and unevenly distributed, high potential for rutting. Rwy 12–30 has numerous soft spots May thru Oct be alert. Approach to Rwy 30 over town. Birds in vicinity of dump on apch to Rwy 12. Acft parking apron located 1500′ S of Rwy 30 thld, old rwy used as twy to parking apron. Rwy 12–30 marked with reflective cones. ACTIVATE MIRL Rwy 12–30 and Rot bcn—122.8. **IAP**



WEATHER DATA SOURCES—(ASOS 135.8 907–645–2160).
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KOTZEBUE OTZ
1600–0900Z‡—NOTAM KVL OT CTC FAIRBANKS FAI)
RCO —122.55 (KOTZEBUE FSS) (1600–0900Z‡) other times ctc Fairbanks FSS.
ANCHORAGE CENTER APP/DEP CON—263.0 119.2
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

HI-ILS or LOC/DME RWY 12

LOC I-AKN	APCH CRS	Rwy ldg	8901
110.3	116°	TDZE	62
Chan 40		Arpt Elev	73

JAL-1237 [USAF]

KING SALMON (PAKN)

TA * When ALS inop, increase S-ILS CAT E vis to ¾ mile, and S-LOC CAT DE vis 1 mile.
Autopilot coupled approaches not authorized below 500' MSL.

ALSF-2

† MISSED APPROACH: Climb to 500', then climbing right turn to 3000' via heading 240° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.

ATIS★	ANCHORAGE CENTER	CTAF	UNICOM
128.8	124.8 354.0	121.9 (L) 352.05	122.95

KING SALMON TOWER ★	GND CON	ASOS
118.3 279.5	121.9	

† Standard landing minima not available when tower is closed.

RADAR AND DME REQUIRED

(IAF) NOVET/ RADAR AKN 30

R-296

116°

296°

NIRRI I-AKN 15.3

235

109

KINGE I-AKN 6.5

KING SALMON 112.8 AKN Chan 75

265

375

LOCALIZER 110.3 I-AKN Chan 40

1372

2442

1840

2690

590

2440

1156

1140

ELEV 73

OLLER AKN 15

030°

210°

Max holding 230 KIAS

R-210

AKN 20

20 NM

172

116° 4.9 NM from FAF

MSA AKN 25 NM

3900

EMERG SAFE ALT 100 NM 9900

500	3000 hdg 240°	Intcp AKN R-210	OLLER AKN 15

NOVET /RADAR R-296 30

Intcp Lczr NIRRI I-AKN 15.3

KINGE I-AKN 6.5

Use I-AKN DME when on localizer course

FL200

116°

1700

VORTAC I-AKN

2.3 I-AKN 1.6

2000

1700

GS 3.00°

TCH 66

4.9 NM

81

70±

TDZE 62

TWR 125

6018 X 100

8901 X 150

100±

36

30

CATEGORY	C	D	E
S-ILS 12*	262-½ 200 (200-½)		
S-LOC 12*	360-½ 298 (300-½)	360-¾ 298 (300-¾)	
CIRCLING	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

HIRL Rwy 12-30 (L)
MIRL Rwy 18-36 (L)

HI-ILS or LOC/DME RWY 12

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 12

VORTAC AKN	APCH CRS	Rwy ldg 8901
112.8	116°	TDZE 62
Chan 75		Arpt Elev 73

JAL-1237 [USAF] KING SALMON (PAKN)

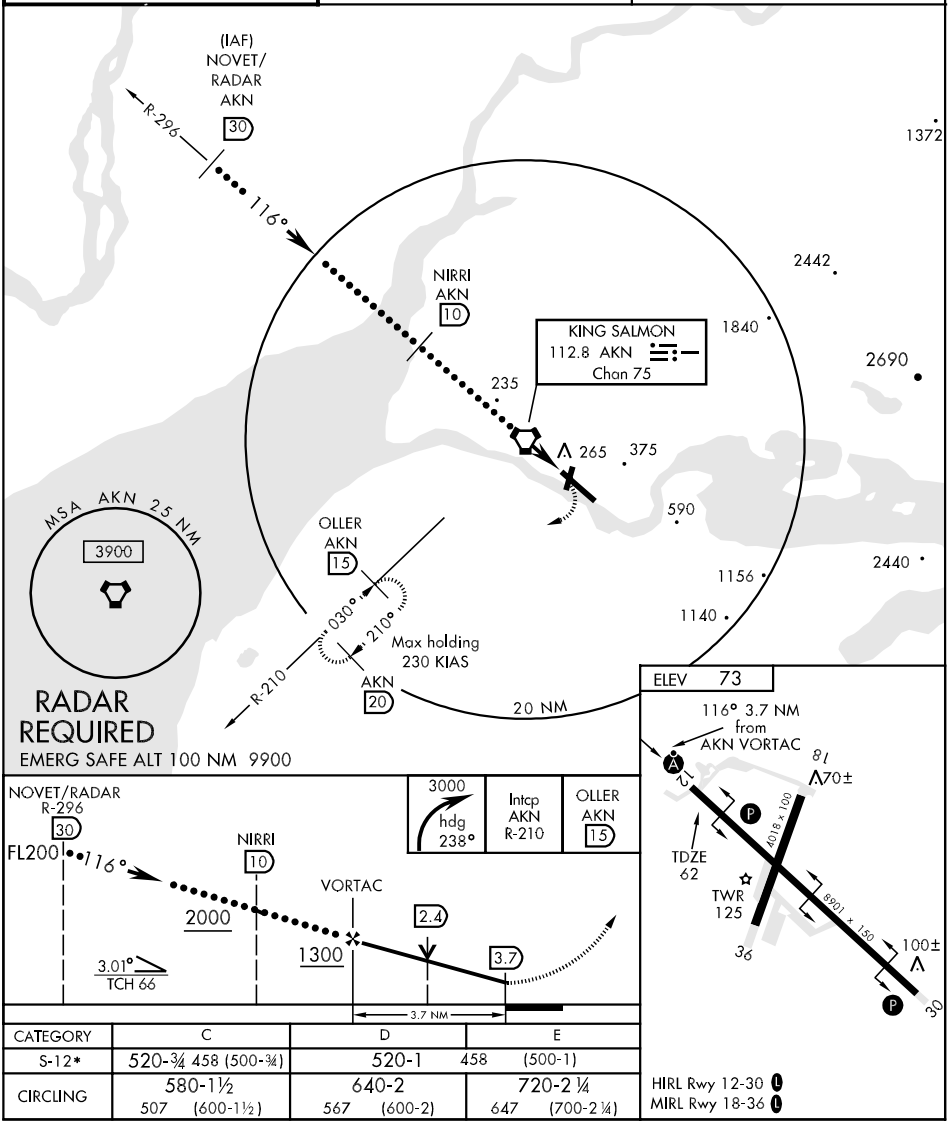
T A * When ALS inop, increase CAT E vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 238° and AKN VORTAC R-210 to OLLER/15 DME and hold.

ATIS ★	ANCHORAGE CENTER	CTAF	UNICOM
128.8	124.8 354.0	121.9 C 352.05	122.95

KING SALMON TOWER ★	GND CON	ASOS
118.3 279.5	121.9	



CATEGORY	C	D	E
S-12*	520-¾ 458 (500-¾)	520-1 458 (500-1)	
CIRCLING	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2 ¼ 647 (700-2 ¼)

HIRL Rwy 12-30 C
MIRL Rwy 18-36 C

HI-VOR/DME or TACAN RWY 12

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 30

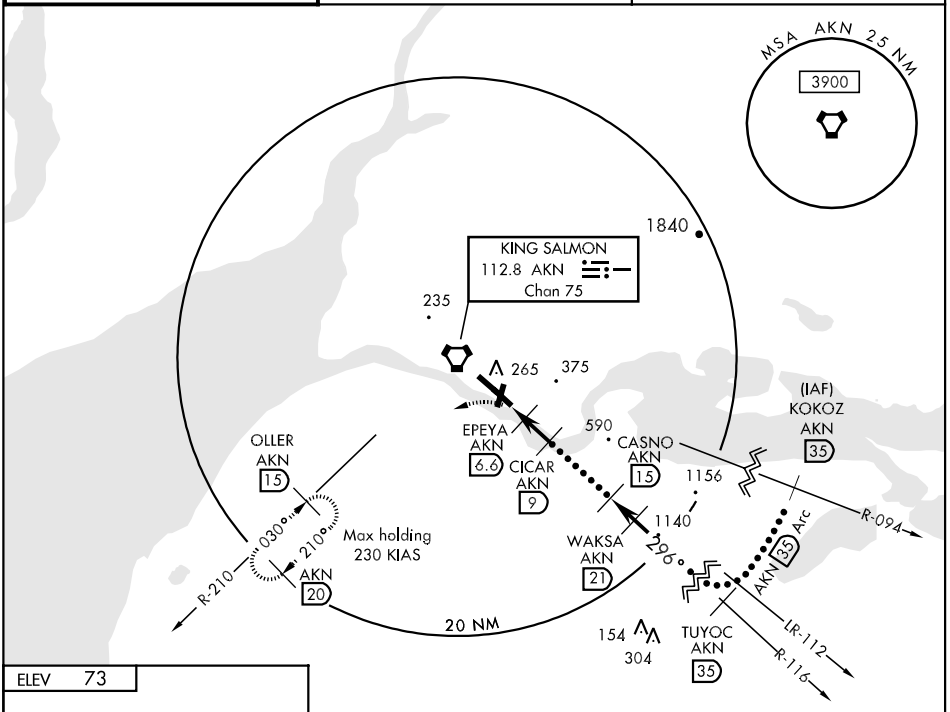
VORTAC AKN 112.8 Chan 75	APCH CRS 296°	Rwy ldg 8901 TDZE 73 Arpt Elev 73

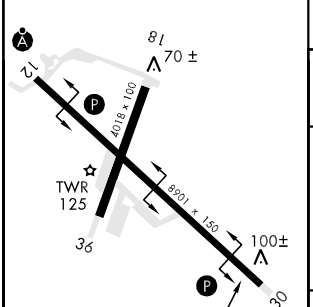
JAL-1237 [USAF] KING SALMON (PAKN)

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via heading 222° and AKN VORTAC R-210 to OLLER/ AKN 15 DME and hold.

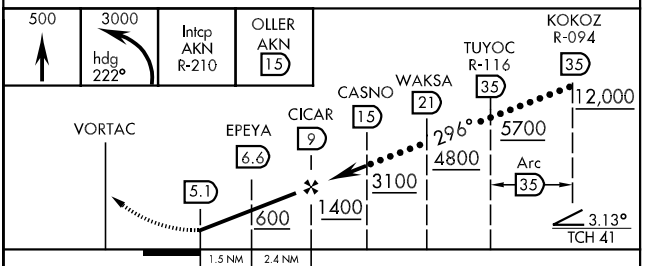
ATIS★	ANCHORAGE CENTER	CTAF	UNICOM
128.8	124.8 354.0	121.9 Ⓒ 352.05	122.95

KING SALMON TOWER ★	GND CON	ASOS
118.3 279.5	121.9	





EMERG SAFE ALT 100 NM 9900



CATEGORY	C	D	E
S-30	420-1 347 (400-1)	420-1¼ 347 (400-1¼)	
CIRCLING	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (800-2¼)

HI-VOR/DME or TACAN RWY 30

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-AKN	APP CRS	Rwy Idg	8901
110.3	116°	TDZE	62
Chan 40		Apt Elev	73

ILS or LOC/DME RWY 12

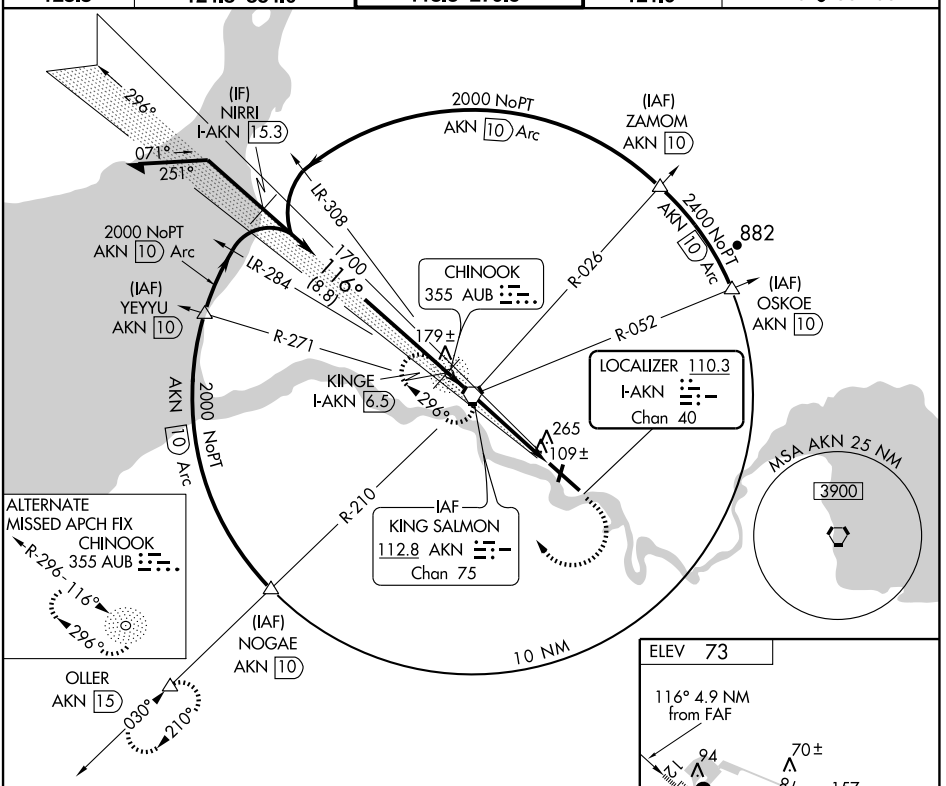
KING SALMON (AKN)(PAKN)

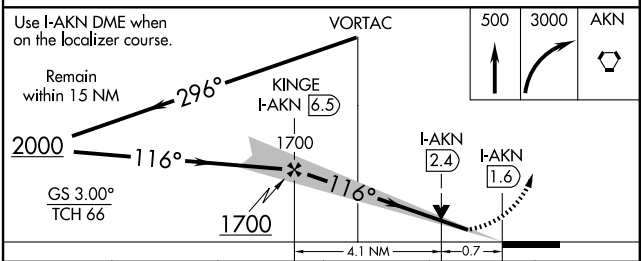
For inoperative ALSF, increase S-ILS 12 Cat E visibility to ¾ mile; increase S-LOC 12 Cat D/E visibility to 1 mile. Autopilot coupled approach not authorized below 500.

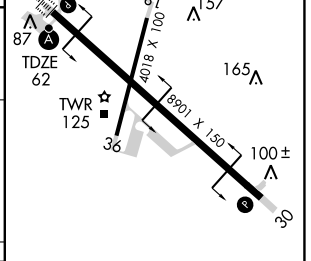
ALSF-2

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing right turn to 3000 via heading 240° and AKN R-210 to OLLER/15 DME and hold SW, right turn, 030° inbound.)

ATIS	ANCHORAGE CENTER	KING SALMON TOWER ★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 L 352.05







CATEGORY	A	B	C	D	E
S-ILS 12	262-½ 200 (200-½)				
S-LOC 12	360-½ 298 (300-½)			360-¾ 298 (300-¾)	
CIRCLING	580-1 507 (600-1)		580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

MIRL Rwy 18-36 L
HIRL Rwy 12-30 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-AKN	APP CRS	Rwy Idg	8901
110.3	296°	TDZE	73
Chan 40		Apt Elev	73

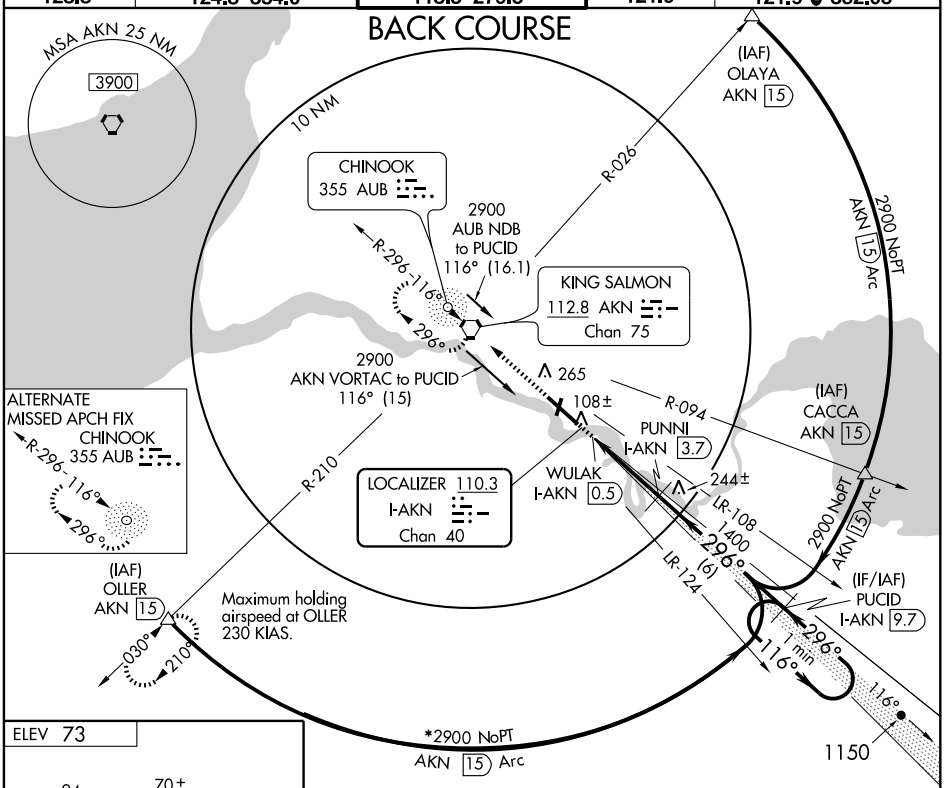
LOC/DME BC RWY 30

KING SALMON (AKN)(PAKN)

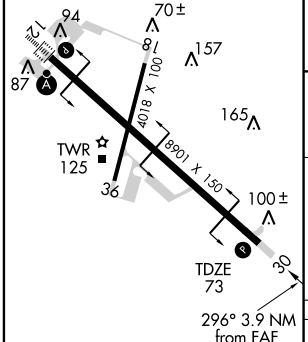
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500 then climbing left turn to 3000 via heading 222° and AKN R-210 to OLLER/15 DME and hold SW, right turn, 030° inbound).

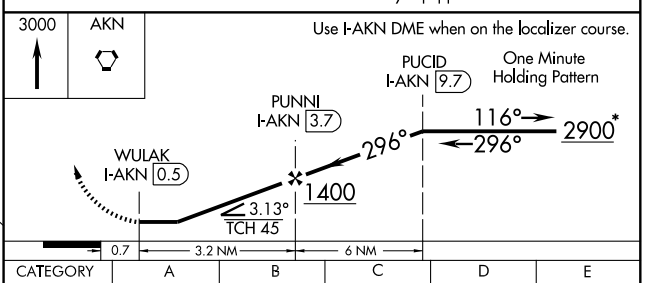
ATIS	ANCHORAGE CENTER	KING SALMON TOWER*	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 L 352.05



*Terminal route OLLER (IAF) to PUCID via 15 DME Arc NA for TACAN only equipped aircraft.



MIRL Rwy 18-36 L
HIRL Rwy 12-30 L



CATEGORY	A	B	C	D	E
S-30	360-1 287 (300-1)				
CIRCLING	580-1 507 (600-1)		580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS CH 72608 W12A	APP CRS 116°	Rwy Idg 8901 TDZE 62 Apt Elev 73

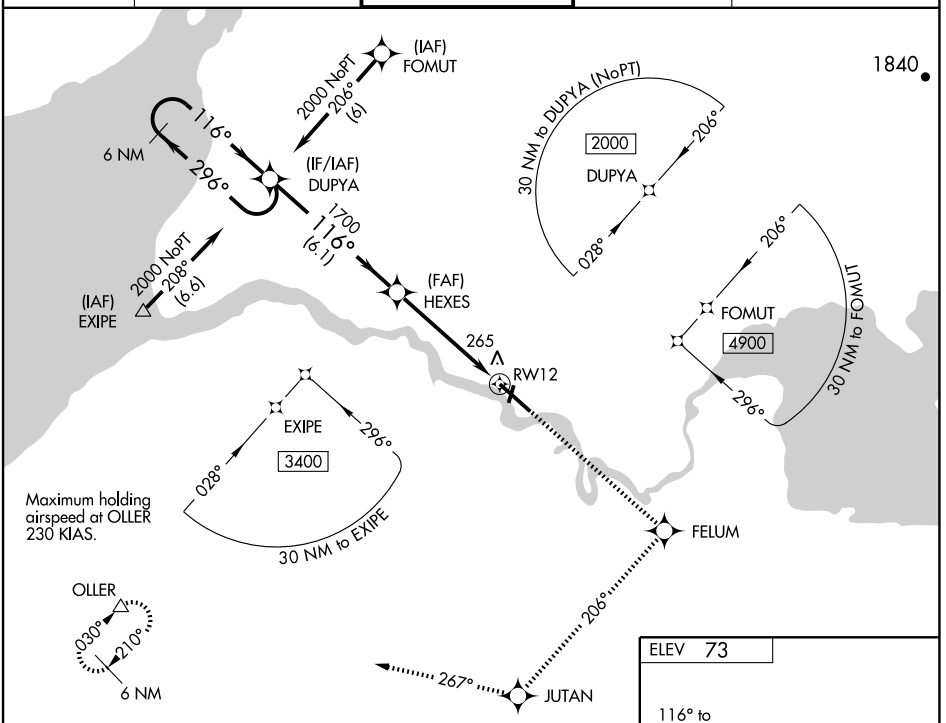
RNAV (GPS) RWY 12
KING SALMON (AKN)(PAKN)

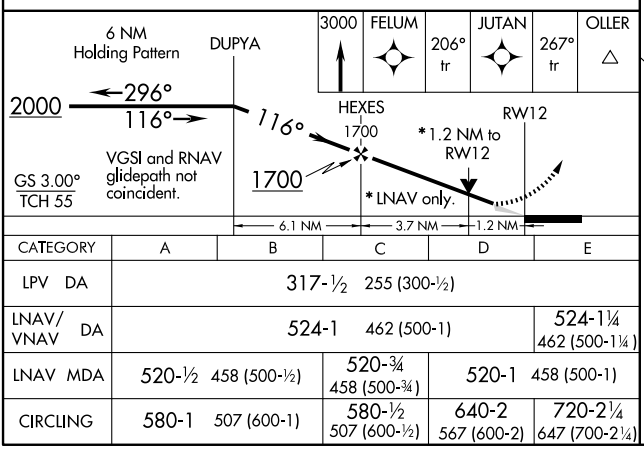
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile, LNAV Cat E visibility to 1½ mile.

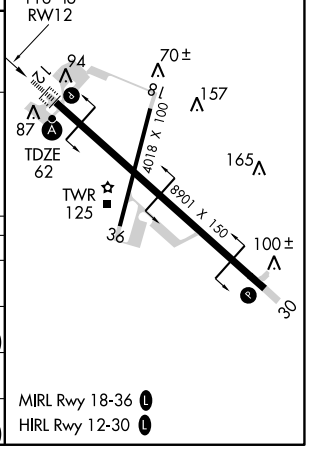
ALSF-2

MISSED APPROACH: Climb to 3000 direct FELUM and via 206° track to JUTAN and via 267° track to OLLER and hold.

ATIS	ANCHORAGE CENTER	KING SALMON TOWER*	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05







CATEGORY	A	B	C	D	E
LPV DA	317-½ 255 (300-½)				
LNAV/VNAV DA	524-1 462 (500-1)				524-1¼ 462 (500-1¼)
LNAV MDA	520-½ 458 (500-½)		520-¾ 458 (500-¾)	520-1 458 (500-1)	
CIRCLING	580-1 507 (600-1)		580-½ 507 (600-½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS CH 77908 W30A	APP CRS 296°	Rwy Idg 8901 TDZE 73 Apt Elev 73

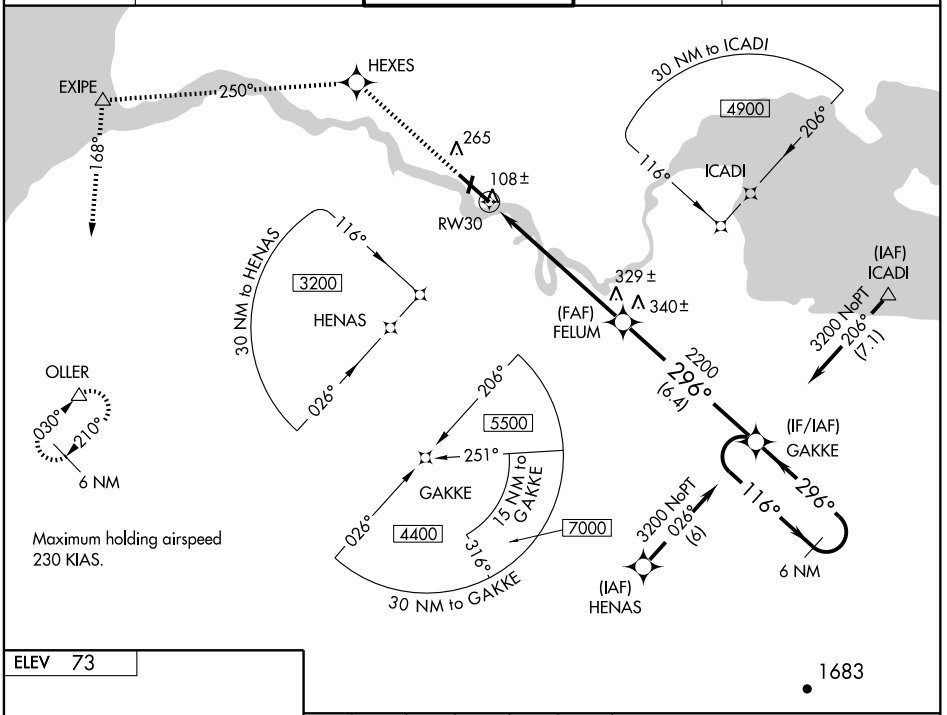
RNAV (GPS) RWY 30

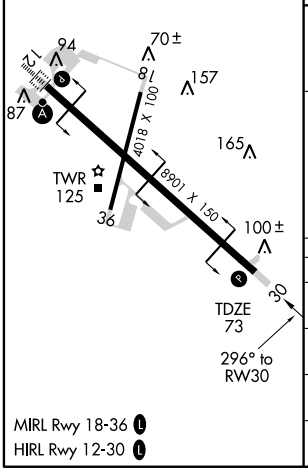
KING SALMON (AKN)(PAKN)

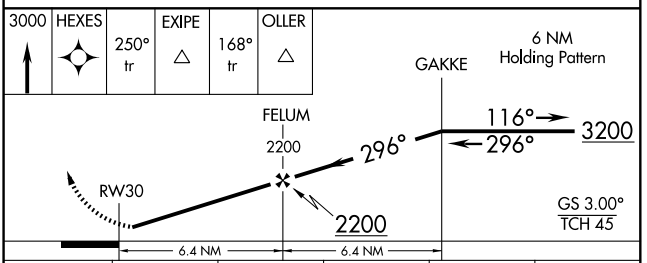
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HEXES and via 250° track to EXIPE and via 168° track to OLLER and hold.

ATIS	ANCHORAGE CENTER	KING SALMON TOWER★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05







CATEGORY	A	B	C	D	E
LPV DA	323-1 250 (300-1)				
LNAV/VNAV DA	358-1 285 (300-1)				
LNAV MDA	600-1 527 (600-1)		600-1½ 527 (600-1½)	600-1¾ 527 (600-1¾)	
CIRCLING	600-1 527 (600-1)		600-1½ 527 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VORTAC AKN	APP CRS	Rwy Idg	8901
112.8	296°	TDZE	73
Chan 75		Apt Elev	73

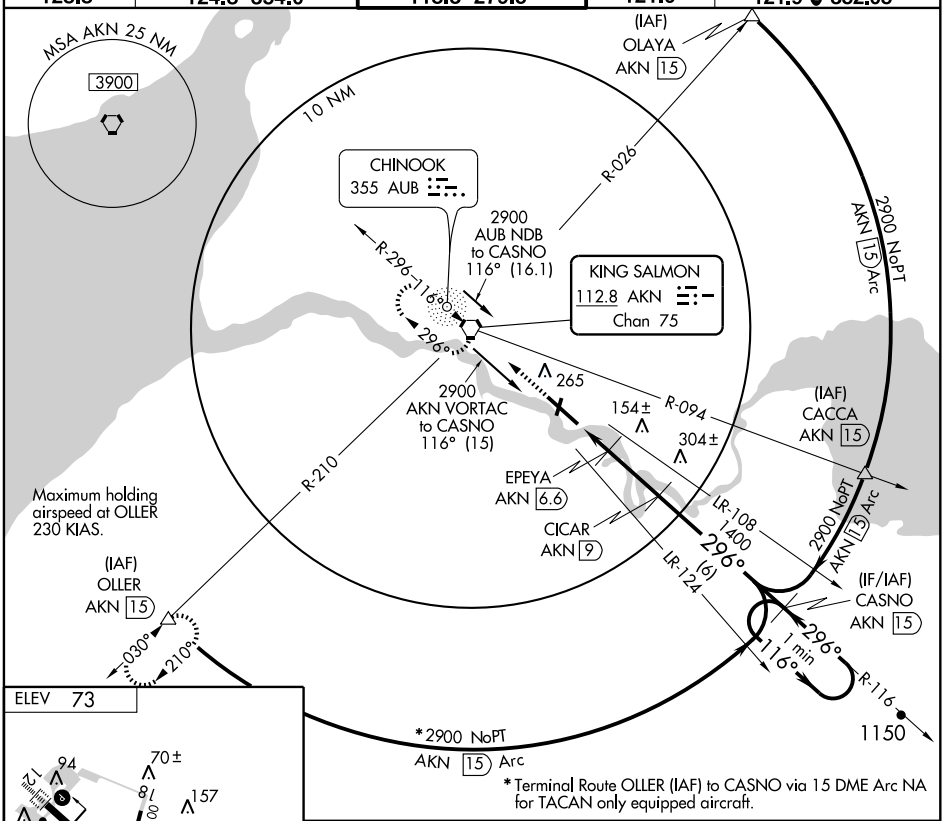
VOR/DME or TACAN RWY 30

KING SALMON (AKN)(PAKN)

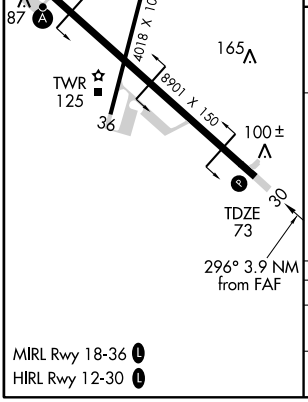
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing left turn to 3000 via heading 222° and AKN R-210 to OLLER/AKN 15 DME and hold SW, right turn, 030° inbound).

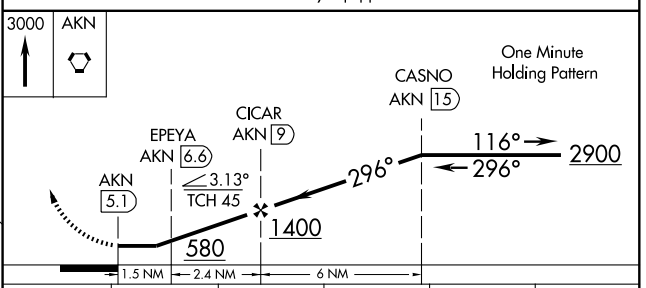
ATIS	ANCHORAGE CENTER	KING SALMON TOWER ★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05



* Terminal Route OLLER (IAF) to CASNO via 15 DME Arc NA for TACAN only equipped aircraft.



MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)



CATEGORY	A	B	C	D	E
S-30	420-1 347 (400-1)			420-1¼ 347 (400-1¼)	
CIRCLING	580-1 507 (600-1)		580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR or TACAN RWY 12

KING SALMON (AKN)(PAKN)

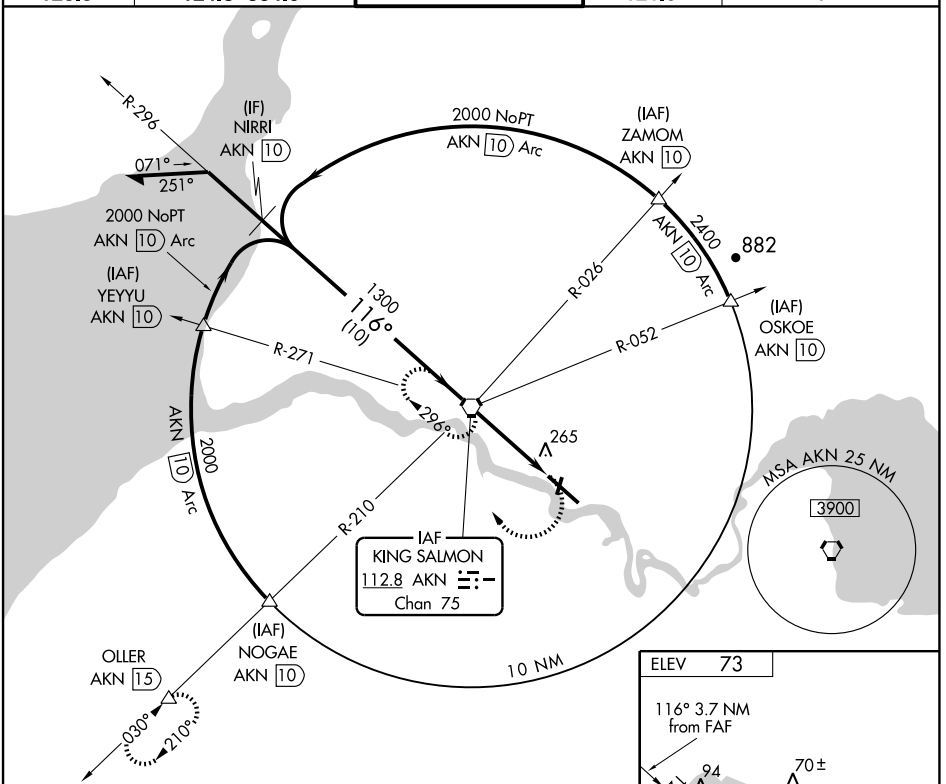
VORTAC AKN	APP CRS	Rwy Idg	8901
112.8	116°	TDZE	62
Chan 75		Apt Elev	73

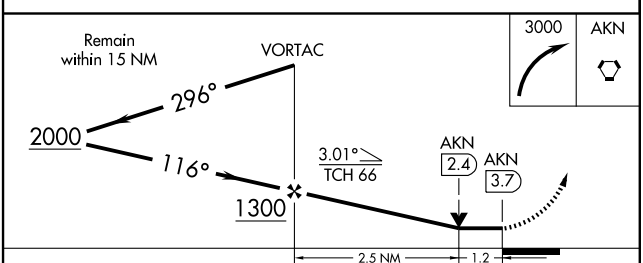
For inoperative ALSF, increase Cat E visibility to 1½ mile.

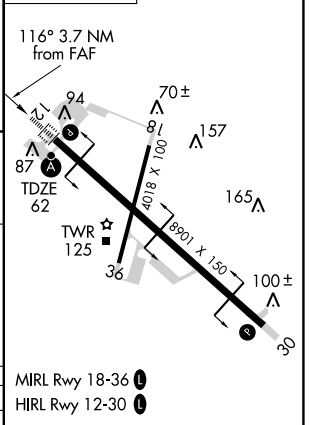
ALSF-2

MISSED APPROACH: Climbing right to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climbing right turn to 3000 via heading 238° and AKN VORTAC R-210 to OLLER 15 DME and hold SW, right turn, 030° inbound.)

ATIS	ANCHORAGE CENTER	KING SALMON TOWER ★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05







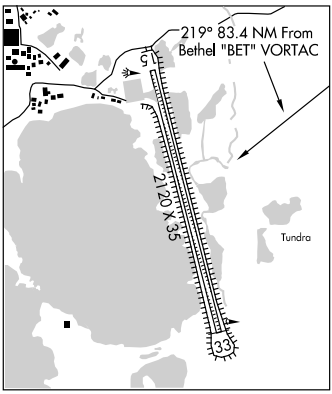
CATEGORY	A	B	C	D	E
S-12	520-½ 458 (500-½)		520-¾ 458 (500-¾)	520-1 458 (500-1)	
CIRCLING	580-1 507 (600-1)		580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **KING SALMON SEAPLANE** (AKN) 0 SE N58°40.61′ W156°38.95′ UTC−9(−8DT) **KODIAK**
57 –40 NW/SE **H–1B, 2J, L–2J, 3C**
FUEL —100LL, A, B **IAP, DIAP, AD**
SEAPLANE REMARKS —Attended Mon–Fri 1700–0100Z‡. Deployed/transient Air Defense Alert FTRS may scramble at any time. Flocks of large migratory birds in vicinity during season. Landing area Rwy NW–SE also used by boats. 100LL and Jet A avbl at seaplane fr fuel truck.
WEATHER DATA SOURCES—(ASOS 907–246–7506).
COMMUNICATIONS—(CTAF 352.05 121.9) (PTD 372.2) (ATIS 128.8) (TIE–IN FSS KENAI ENA–NOTAM AKN)
AIRSPACE: CLASS D svc 1 Aug–14 Jun 1700–0500Z‡, 15 Jun–31 Jul 1700–0700Z‡ other times CLASS E.
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KIPNUK** (IIK) (PAKI) 0 SE N59°55.98′ W164°01.83′ UTC−9(−8DT) **BETHEL**
P 11 21(GVL) 15–33 **L–3B**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Be Alert: smaller active Rwy 15–33 appears as a twy to future large rwy. Do not land on large (future) rwy it is soft, uneven, and has small ponds. Currently settling to facilitate construction. Frequent crosswinds. Windsock unreliable. Heavy bird activity near rwy. Rwy 15 eroded safely area slopes off to tundra sharply. Twr 30′ AGL unlighted 300′ NNE. Emergency rwy lgts: contact Kipnuk Village Council at 907–896–5515. Rwy 15–33 has deep ruts, heaves, and dips. Rwy 15–33 thld marked with damaged 3′ ornage cones. Rwy 33 rgt tfc. **IAP**

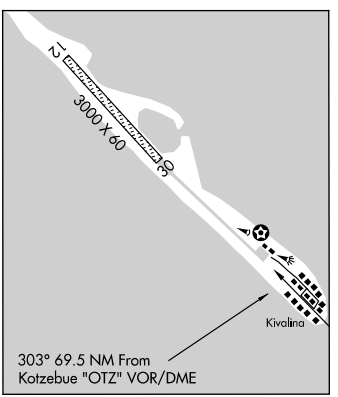


WEATHER DATA SOURCES—(ASOS 118.325 907–896–5510) (WX CAM)
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM IIK)
RCO—122.6 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

KITIMAT BC N54°03.23′ W128°40.22′ **L–1D**
NDB(HZ) 203 ZKI 345° 25.0 NM to Terrace./22E.

KITSAP WA N47°29.54′ W122°45.40′ **SEATTLE**
NDB(MHW) 206 PWT at Bremerton National/20E.
NDB unusable:
210°–310° byd 12 NM.

§ **KIVALINA** (KVL) (PAVL) 0 NW N67°44.17′ W164°33.81′ UTC−9(−8DT) **NOME**
P 13 BL4 30(GVL) 12–30 **L–4H**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 12–30 gravel surface is loosely packed and unevenly distributed, high potential for rutting. Rwy 12–30 has numerous soft spots May thru Oct be alert. Approach to Rwy 30 over town. Birds in vicinity of dump on apch to Rwy 12. Acft parking apron located 1500′ S of Rwy 30 thld, old rwy used as twy to parking apron. Rwy 12–30 marked with reflective cones. ACTIVATE MIRL Rwy 12–30 and Rot bcn—122.8. **IAP**



WEATHER DATA SOURCES—(ASOS 135.8 907–645–2160).
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KOTZEBUE OTZ
1600–0900Z‡—NOTAM KVL OT CTC FAIRBANKS FAI)
RCO —122.55 (KOTZEBUE FSS) (1600–0900Z‡) other times ctc Fairbanks FSS.
ANCHORAGE CENTER APP/DEP CON—263.0 119.2
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

AL-9464 (FAA)

RNAV (GPS) RWY 15

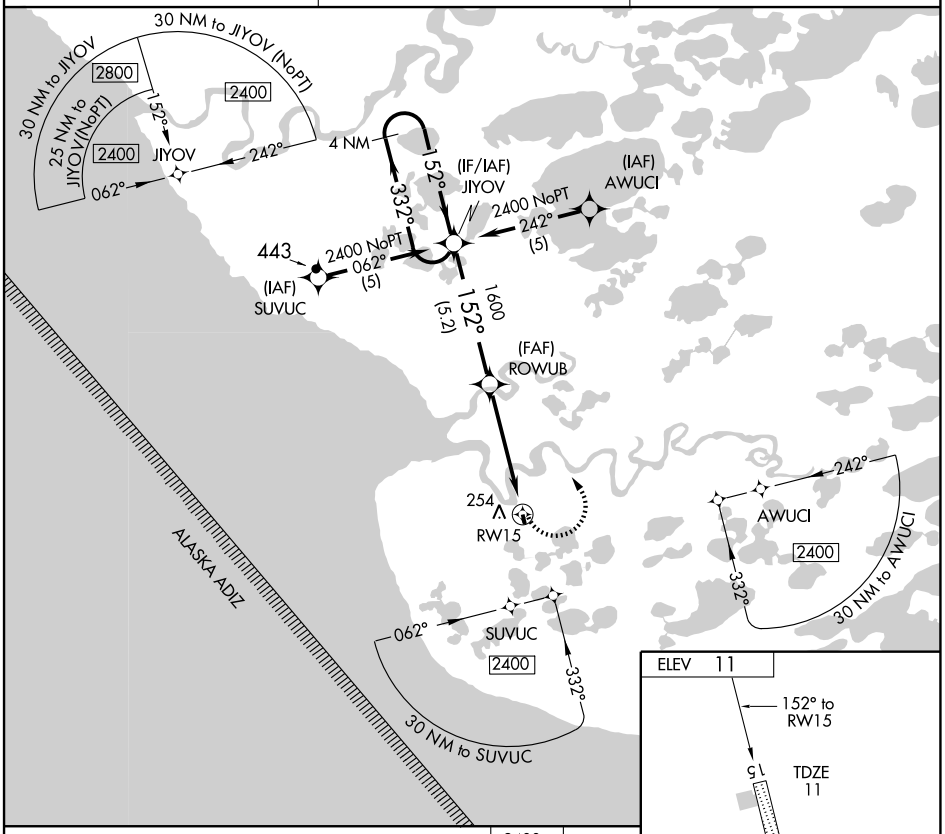
KIPNUK (IIK) (PAKI)

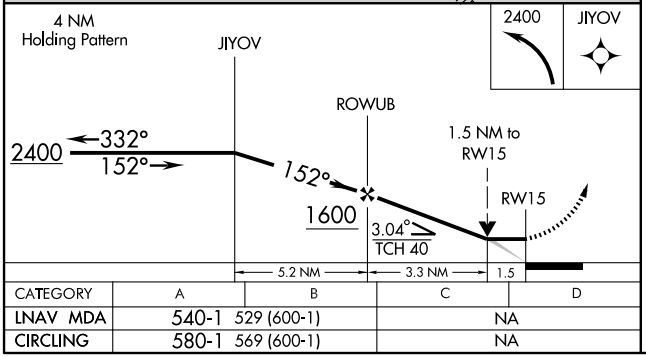
APP CRS	Rwy Idg	2120
152°	TDZE	11
	Apt Elev	11

Procedure NA at night. GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. VDP NA with Mekoryuk altimeter setting If local altimeter settingnot received, use Mekoryuk altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing left turn to 2400 direct JIYOV and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.325	125.2 372.0	122.7





CATEGORY	A	B	C	D
LNAV MDA	540-1	529 (600-1)	NA	
CIRCLING	580-1	569 (600-1)	NA	

59° 56′ N-164° 02′ W

KIPNUK (IIK) (PAKI)
RNAV (GPS) RWY 15

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

KIPNUK (IIK) (PAKI)

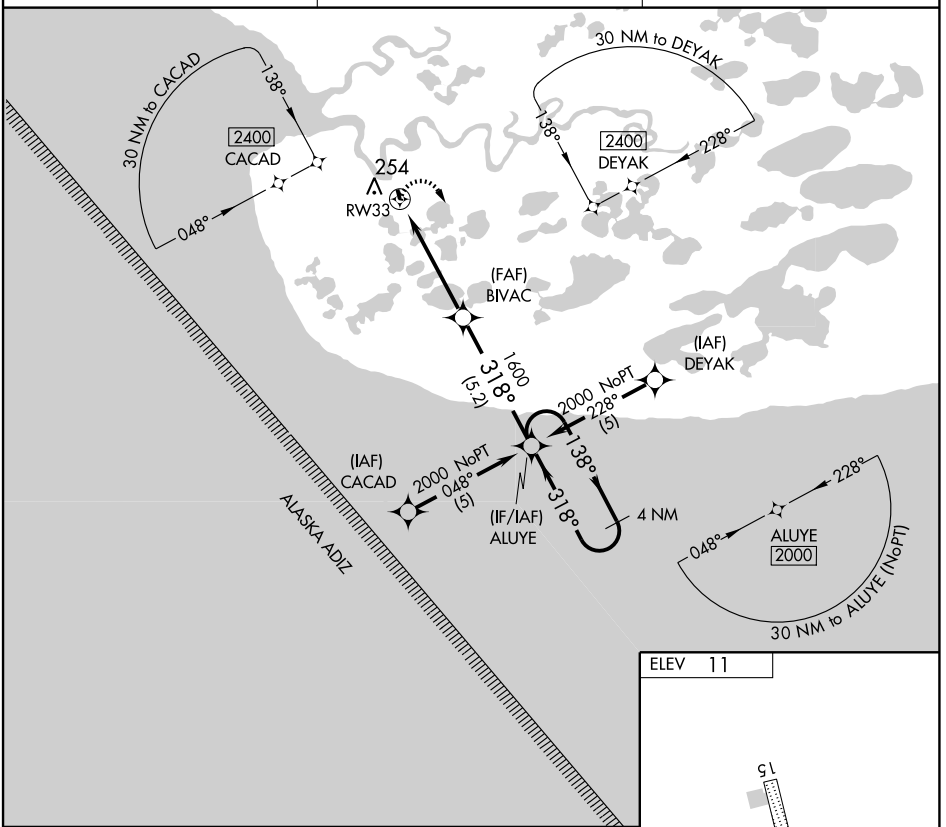
APP CRS	Rwy Idg	2120
318°	TDZE	11
	Apt Elev	11

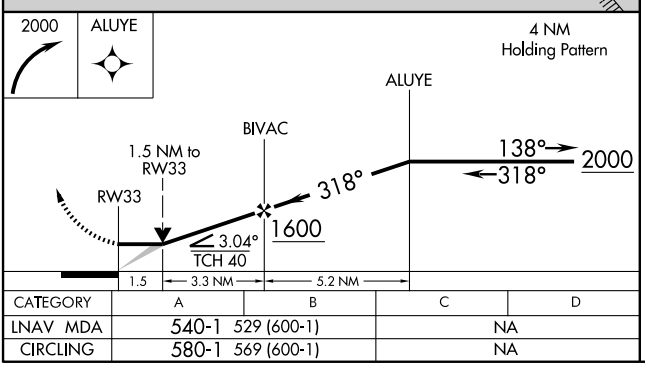
Procedure NA at night. GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. VDP NA with Mekoryuk altimeter setting. If local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDAs 180 feet.

NA

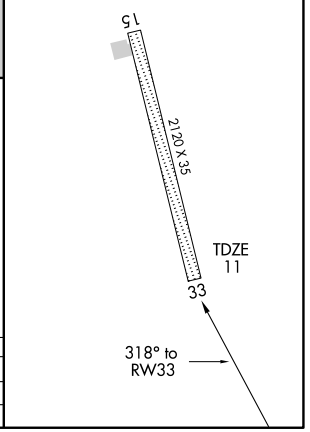
MISSED APPROACH: Climbing right turn to 2000 direct ALUYE and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.325	125.2 372.0	122.7





CATEGORY	A	B	C	D
LNAV MDA	540-1 529 (600-1)		NA	
CIRCLING	580-1 569 (600-1)		NA	

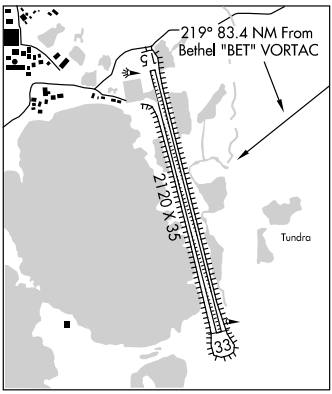


AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **KING SALMON SEAPLANE** (AKN) 0 SE N58°40.61′ W156°38.95′ UTC−9(−8DT) **KODIAK**
57 –40 NW/SE **H–1B, 2J, L–2J, 3C**
FUEL —100LL, A, B **IAP, DIAP, AD**
SEAPLANE REMARKS —Attended Mon–Fri 1700–0100Z‡. Deployed/transient Air Defense Alert FTRS may scramble at any time. Flocks of large migratory birds in vicinity during season. Landing area Rwy NW–SE also used by boats. 100LL and Jet A avbl at seaplane fr fuel truck.
WEATHER DATA SOURCES—(ASOS 907–246–7506).
COMMUNICATIONS—(CTAF 352.05 121.9) (PTD 372.2) (ATIS 128.8) (TIE–IN FSS KENAI ENA–NOTAM AKN)
AIRSPACE: CLASS D svc 1 Aug–14 Jun 1700–0500Z‡, 15 Jun–31 Jul 1700–0700Z‡ other times CLASS E.
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KIPNUK** (IIK) (PAKI) 0 SE N59°55.98′ W164°01.83′ UTC−9(−8DT) **BETHEL**
P 11 21(GVL) 15–33 **L–3B**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Be Alert: smaller active Rwy 15–33 appears as a twy to future large rwy. Do not land on large (future) rwy it is soft, uneven, and has small ponds. Currently settling to facilitate construction. Frequent crosswinds. Windsock unreliable. Heavy bird activity near rwy. Rwy 15 eroded safely area slopes off to tundra sharply. Twr 30′ AGL unlighted 300′ NNE. Emergency rwy lgts: contact Kipnuk Village Council at 907–896–5515. Rwy 15–33 has deep ruts, heaves, and dips. Rwy 15–33 thld marked with damaged 3′ ornage cones. Rwy 33 rgt tfc. **IAP**

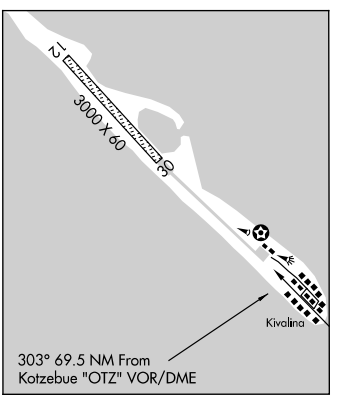


WEATHER DATA SOURCES—(ASOS 118.325 907–896–5510) (WX CAM)
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM IIK)
RCO—122.6 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—372.0 125.2
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

KITIMAT BC N54°03.23′ W128°40.22′ **L–1D**
NDB(HZ) 203 ZKI 345° 25.0 NM to Terrace./22E.

KITSAP WA N47°29.54′ W122°45.40′ **SEATTLE**
NDB(MHW) 206 PWT at Bremerton National/20E.
NDB unusable:
210°–310° byd 12 NM.

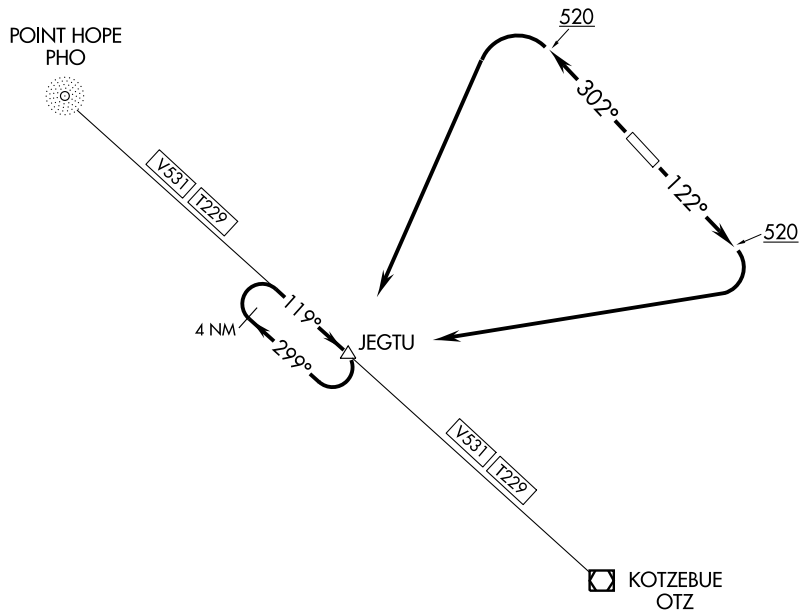
§ **KIVALINA** (KVL) (PAVL) 0 NW N67°44.17′ W164°33.81′ UTC−9(−8DT) **NOME**
P 13 BL4 30(GVL) 12–30 **L–4H**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 12–30 gravel surface is loosely packed and unevenly distributed, high potential for rutting. Rwy 12–30 has numerous soft spots May thru Oct be alert. Approach to Rwy 30 over town. Birds in vicinity of dump on apch to Rwy 12. Acft parking apron located 1500′ S of Rwy 30 thld, old rwy used as twy to parking apron. Rwy 12–30 marked with reflective cones. ACTIVATE MIRL Rwy 12–30 and Rot bcn—122.8. **IAP**



WEATHER DATA SOURCES—(ASOS 135.8 907–645–2160).
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KOTZEBUE OTZ
1600–0900Z‡—NOTAM KVL OT CTC FAIRBANKS FAI)
RCO —122.55 (KOTZEBUE FSS) (1600–0900Z‡) other times ctc Fairbanks FSS.
ANCHORAGE CENTER APP/DEP CON—263.0 119.2
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

JEGTU ONE DEPARTURE (RNAV)

ASOS
135.8
ANCHORAGE CENTER
119.2 263.0
CTAF 122.8



TAKE-OFF MINIMUMS
Rwy 12, 30: Standard.

NOTE: 1. GPS required.
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb heading 122° to 520', then right turn direct JEGTU, Thence . . . .

TAKE-OFF RWY 30: Climb heading 302° to 520', then left turn direct JEGTU, Thence . . . .

. . . . climb in JEGTU holding pattern to cross JEGTU at or above MEA for route of flight before proceeding on course.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
122°M (302°G)	TDZE	13
	Apt Elev	13

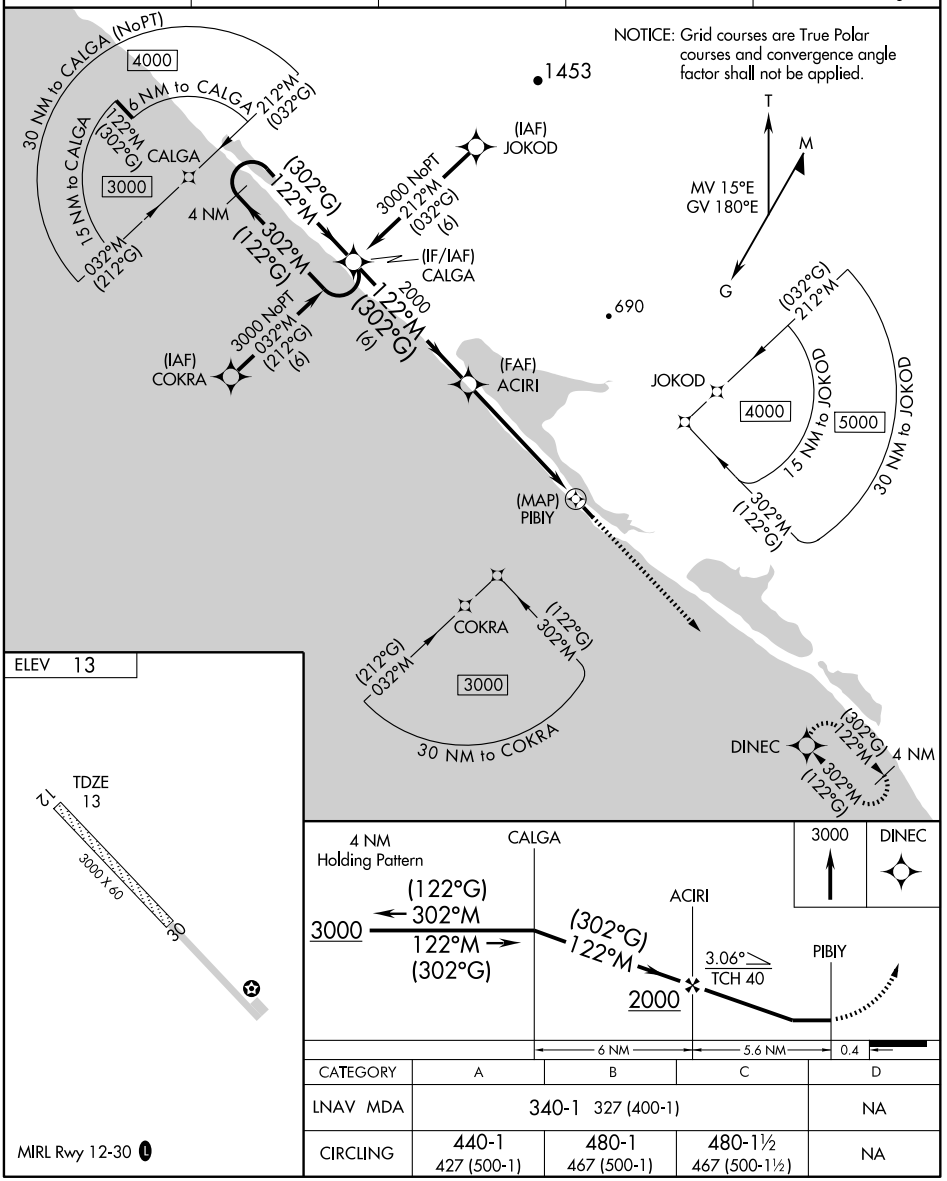
RNAV (GPS) RWY 12

KIVALINA (KVL)(PAVL)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 3000 direct DINEC and hold.

ASOS	NOATAK AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	UNICOM
135.8	135.75	119.2 263.0	122.55	122.8 (CTAF) L



MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
LNAV MDA	340-1 327 (400-1)			NA
CIRCLING	440-1 427 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
302°M (122°G)	TDZE	13
	Apt Elev	13

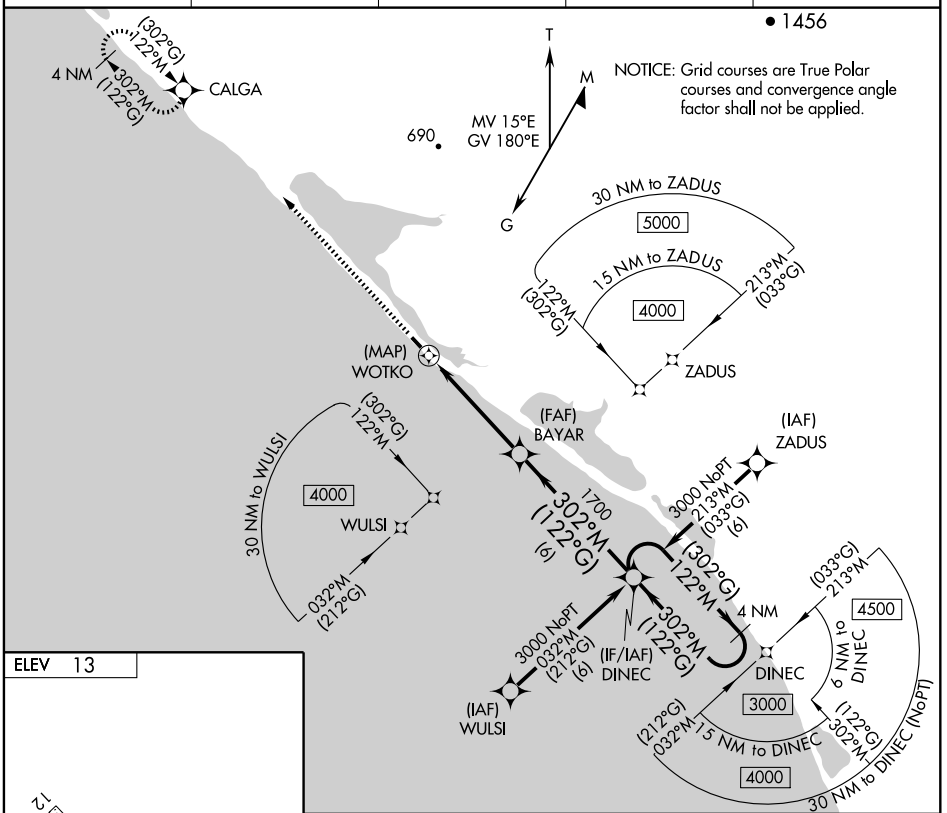
RNAV (GPS) RWY 30

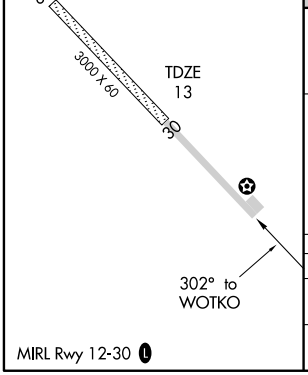
KIVALINA (KVL)(PAVL)

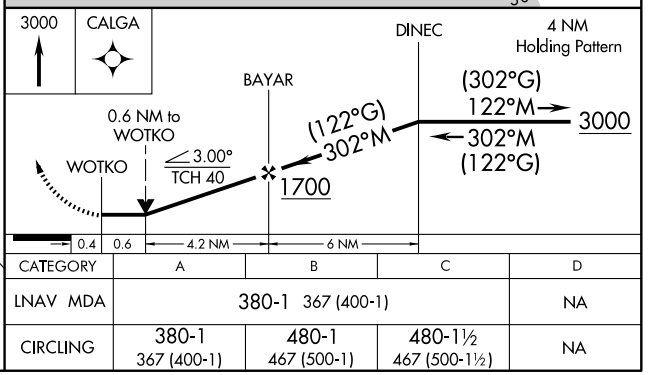
DME/DME or RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and LNAV Cat C visibility 1 mile and circling Cat C visibility ¾ mile. VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 3000 direct CALGA and hold.

ASOS	NOATAK AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	UNICOM
135.8	135.75	119.2 263.0	122.55	122.8 (CTAF) L





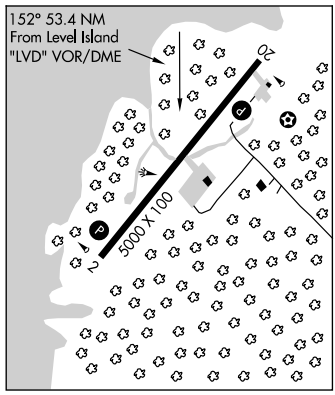


CATEGORY	A	B	C	D
LNAV MDA	380-1 367 (400-1)			NA
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

KLAWOCK

§ **KLAWOCK** (AKW) (PAKW) 2 NE N55°34.75′ W133°04.56′ UTC−9(−8 DT) KETCHIKAN
P 80 BL4, 10②, 12① H50(ASP) 02–20 D–100 H–1D, L–1C
AIRPORT REMARKS —Unattended. Be alert downdraft and turbulent conditions vicinity touchdown zone Rwy 02 due to terrain and trees east of approach end of rwy. High terrain all quadrants. Recommend daylight ops only. Irregular wind conditions. Uncontrolled vehicular traffic on rwy. Birds, deer and bear on and invof arpt. Arpt CLOSED to acft over 12,500 lbs GTW, except PPR from Arpt Safety and Security, Dept of Transportation and Public Facilities, call 907–465–1786. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. CLOSED to air carrier ops with more than 30 passenger seats. Rwy 02 slope 0.8% up NE. Rwy 02–20 slopes down fm each end to lowpoint 1875′ fm Rwy 02 thld. Rwy 02 thld 3′ above lowpoint. Rwy 20 thld 65′ above lowpoint. Rwy 20 rgt tfc. PAPI Rwy 20 OTS indef. ACTIVATE MIRL Rwy 02–20, PAPI Rwys 02 and 20, rotating bcn, windsock and apron lgts—122.25. ①Rwy 02, TCH 32′. GS 3.0° Rwy 20, TCH 28′. GS 3.0° ②Rwy 02. Rwy 20.

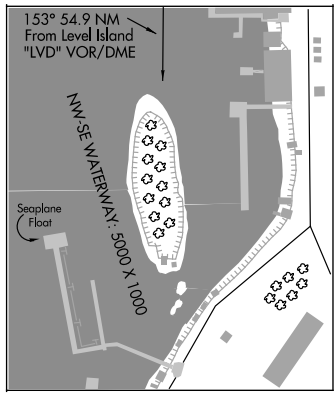


IAP

WEATHER DATA SOURCES—(ASOS 135.45 907–755–2641) (WX CAM).
COMMUNICATIONS—**(CTAF 120.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM AKW OT CTC JUNEAU JNU)**
RCO—122.25 (KETCHIKAN FSS)
ANCHORAGE CENTER APP/DEP CON—284.6 118.5
RADIO AIDS TO NAVIGATION
NDB(HW/DME) 229 AKW Chan 105 N55°34.12′ W133°04.76′ At fld. 30/24E.
NDB/DME unusable:
030°–185° blw 8,000′
300°–350° blw 8,000′
RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.

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§ **KLAWOCK SEAPLANE** (AQC) 0 W N55°33.28′ W133°06.10′ UTC−9(−8DT) KETCHIKAN
00 –50 NW–SE
FUEL —(NC–80)
SEAPLANE REMARKS —Attended daylight hrs. Narrow channel between village and Klawak Island, reefs in channel. Boats may be tied to SPB dock/float ramp. Limited amounts of fuel at air taxi ops at float.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—**(CTAF 120.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM AKW OT CTC JUNEAU JNU)**
RADIO/NAV/WEATHER REMARKS —For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.



KLICKITAT WA N45°42.81′ W121°06.05′ SEATTLE
(H)VORW/DME 112.3 LTJ Chan 70 185° 6.4 NM to The Dalles Muni.3220/21E. **HIWAS.** H–1E

KLONDIKE YT N60°38.18′ W135°00.53′ WHITEHORSE
NDB (MHW) 353 ZXY 314° 4.7 NM to Whitehorse Intl./25E.

KNOB RIDGE N63°38.98′ W144°04.14′ ANCHORAGE
RCO —122.6 (NORTHWAY FSS) L–1A, L–3E

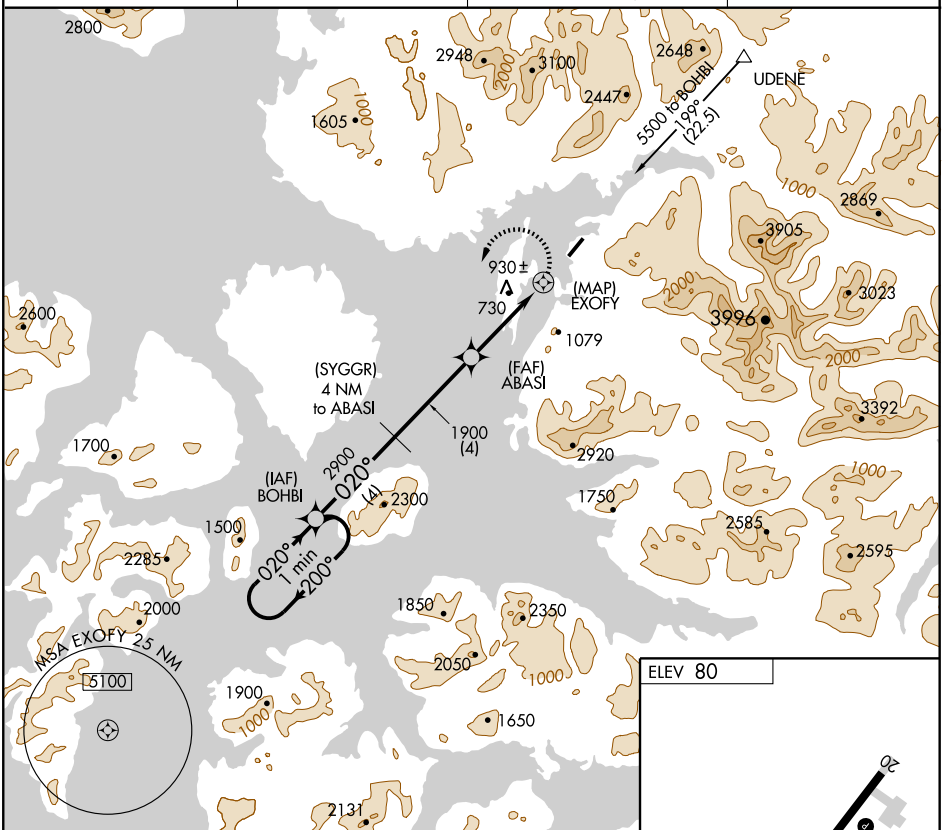
APP CRS	Rwy Idg	5000
020°	TDZE	57
	Apt Elev	80

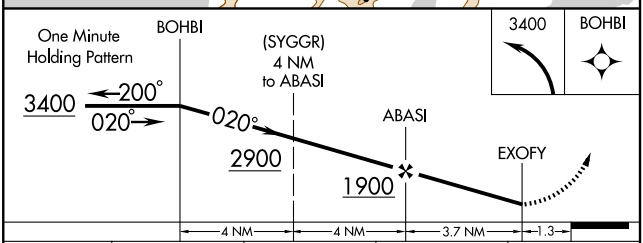
GPS RWY 2
KLAWOCK (AKW) (PAKW)

Circling not authorized east of Rwy 2-20.
NA

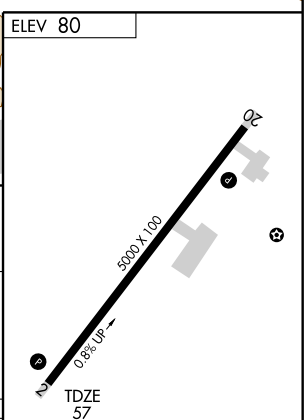
MISSED APPROACH: Climbing left turn to 3400 direct BOHBI and hold.

ASOS	ANCHORAGE CENTER	KETCHIKAN RADIO	CTAF
135.45	118.5 284.6	122.25 L	120.9





CATEGORY	A	B	C	D
S-2	1180-1½ 1123 (1100-1½)		1180-3 1123 (1100-3)	NA
CIRCLING	1180-1½ 1100 (1100-1½)		1180-3 1100 (1100-3)	NA



REIL Rwys 2 and 20
MIRL Rwy 2-20 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AL-9230 (FAA)

NDB/DME RWY 2

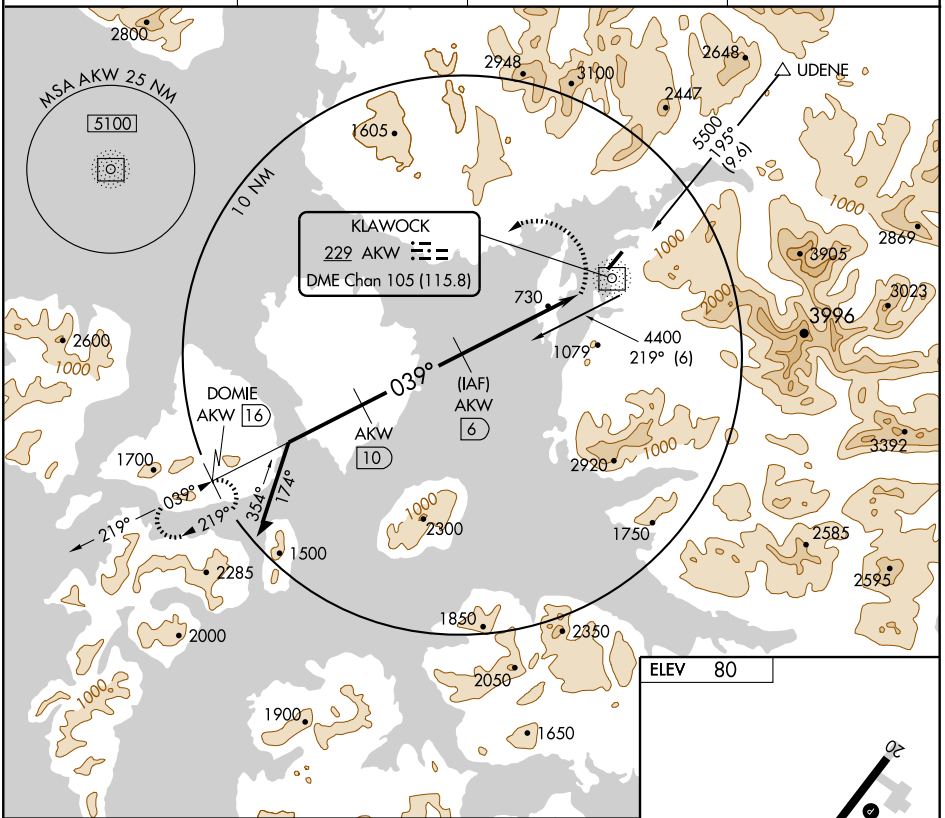
KLAWOCK (AKW) (PAKW)

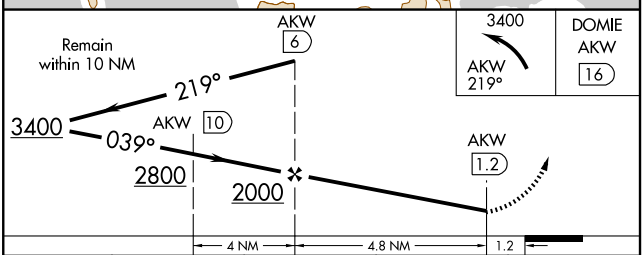
NDB/DME AKW	APP CRS	Rwy Idg	5000
229	039°	TDZE	57
Chan 105 (115.8)		Apt Elev	80

Circling not authorized east of Rwy 2-20.

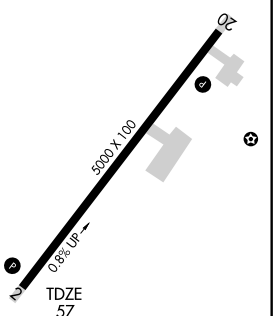
MISSED APPROACH: Climbing left turn to 3400 to intercept AKW 219° bearing to DOME/16 DME and hold.

ASOS	ANCHORAGE CENTER	KETCHIKAN RADIO	CTAF
135.45	118.5 284.6	122.25 L	120.9





ELEV 80



CATEGORY	A	B	C	D
S-2	1280-1½	1223 (1200-1½)	1280-3 1223 (1200-3)	NA
CIRCLING	1280-1½	1200 (1200-1½)	1280-3 1200 (1200-3)	NA

REIL Rwys 2 and 20
MIRL Rwy 2-20 L

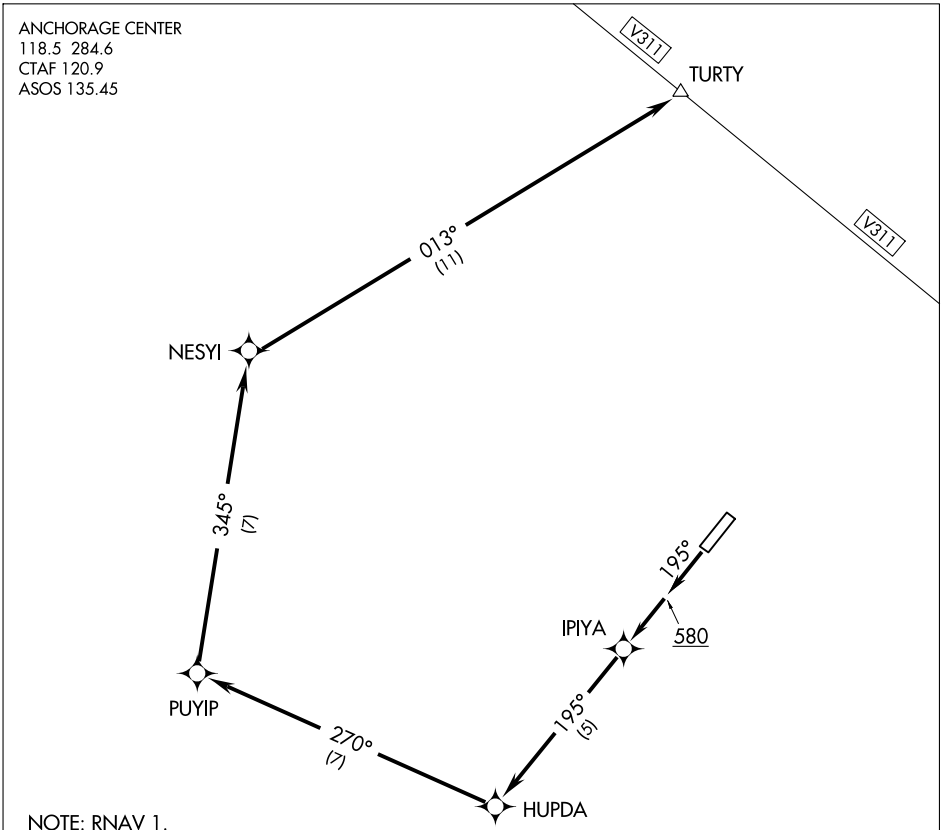
55° 35′ N-133° 05′ W

KLAWOCK (AKW) (PAKW)
NDB/DME RWY 2

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

TURTY ONE DEPARTURE (RNAV)



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS

Rwy 2: NA- Obstacles.

Rwy 20: Standard with a minimum climb of 422' per NM to 2500.

TAKE-OFF OBSTACLE NOTES

Rwy 20: Trees beginning 4811' from DER, 1716' right of centerline, up to 158' AGL/557' MSL.
Trees 5964' from DER, 1370' left of centerline, up to 158' AGL/357' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb heading 195° to 580, then climb to 6000 direct IPIYA and on depicted route to TURTY.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **KOBUK** (OBU) (PAOB) 0 N N66°54.74′ W156°53.84′ UTC−9(−8DT) **FAIRBANKS**

P 137 BL4 40(GVL) 09–27 **H–2A, L–4I**

IAP

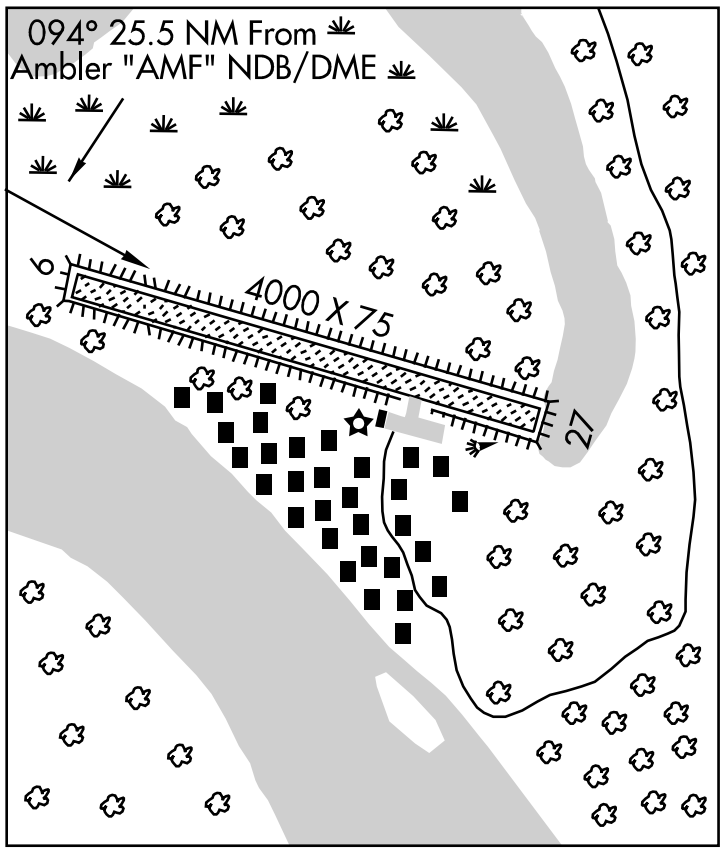
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. CAUTION: Powerline crosses approach end Rwy 27. Float plane operation on lake. Segmented circle not 360 degrees, blocked by gravel pile. Dip on Rwy 09 abeam slough. Parallel powerline north of rwy. Rwy 09–27 thlds marked with reflective cones. ACTIVATE MIRL Rwy 09–27—CTAF.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM OTZ OT CTC FAIRBANKS FAI)

AMBLER RCO—122.0 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON —263.0 119.2

RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



APP CRS	Rwy Idg	4000
080°	TDZE	137
	Apt Elev	137

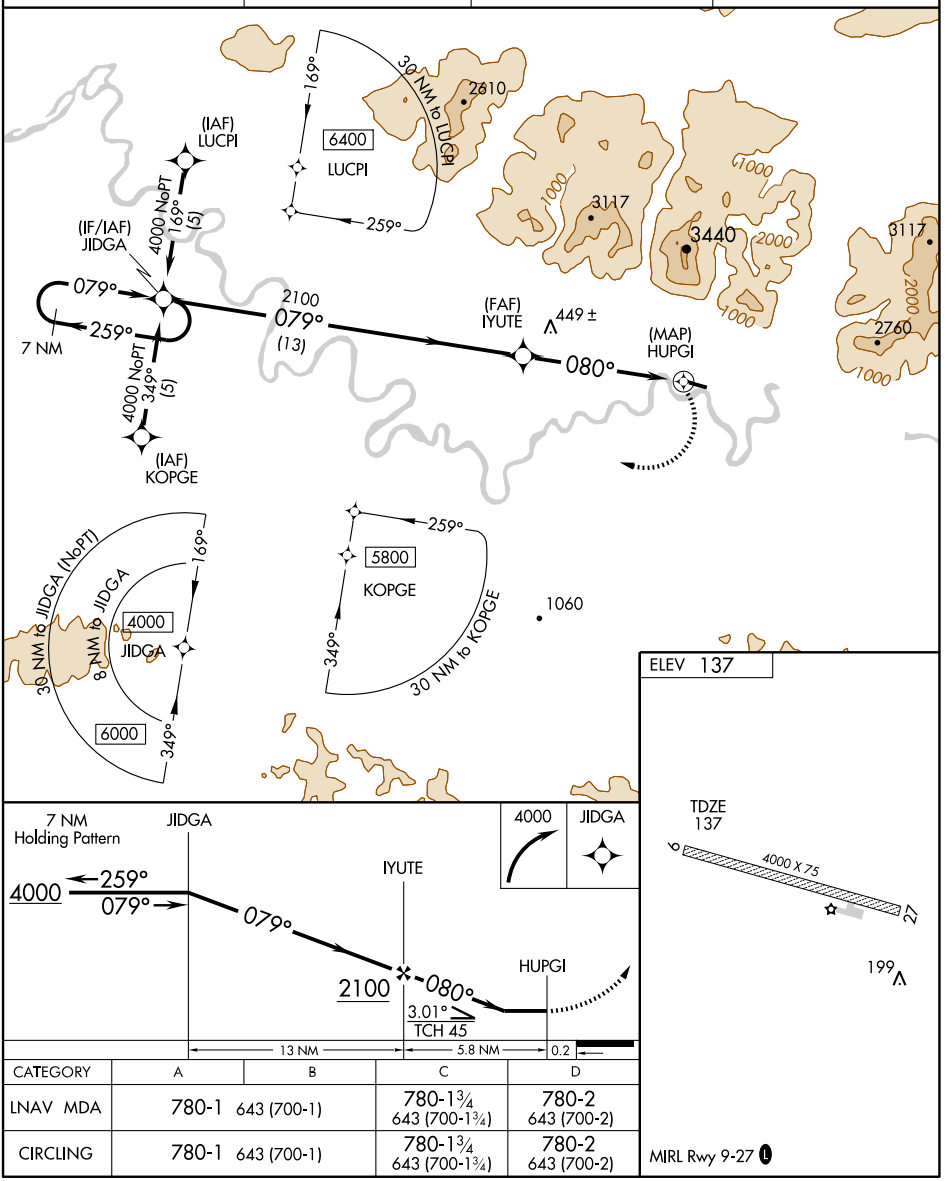
RNAV (GPS) RWY 9

KOBUK (OBU) (PAOB)

Use Ambler altimeter setting. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct JIDGA and hold.

AMBLER AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L



CATEGORY	A	B	C	D
LNAV MDA	780-1 643 (700-1)		780-1 3/4 643 (700-1 3/4)	780-2 643 (700-2)
CIRCLING	780-1 643 (700-1)		780-1 3/4 643 (700-1 3/4)	780-2 643 (700-2)

MIRL Rwy 9-27 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

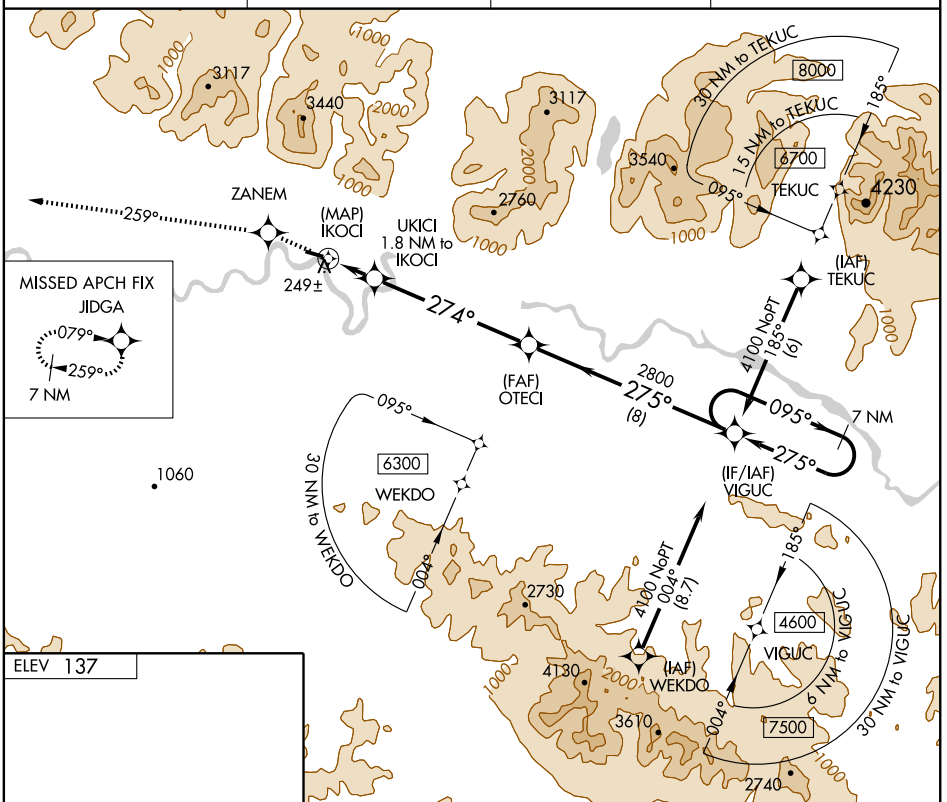
KOBUK (OBU) (PAOB)

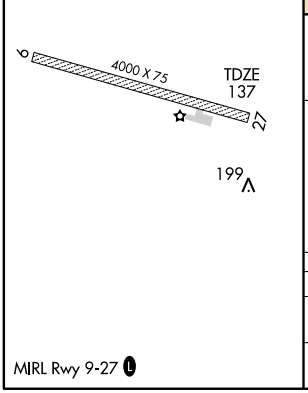
APP CRS	Rwy Idg	4000
274°	TDZE	137
	Apt Elev	137

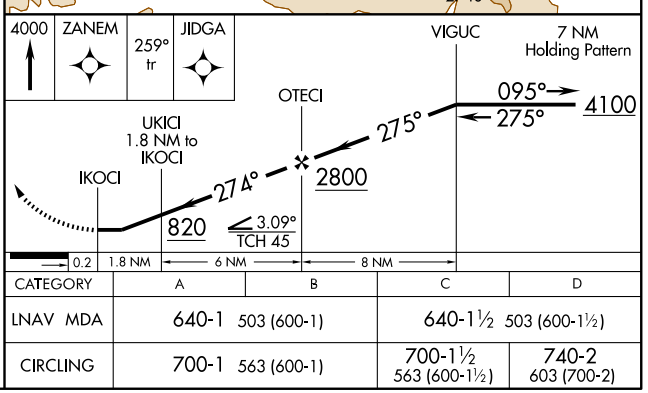
Use Ambler altimeter setting. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb 4000 direct ZANEM and via 259° track to JIDGA and hold.

AMBLER AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 (L)







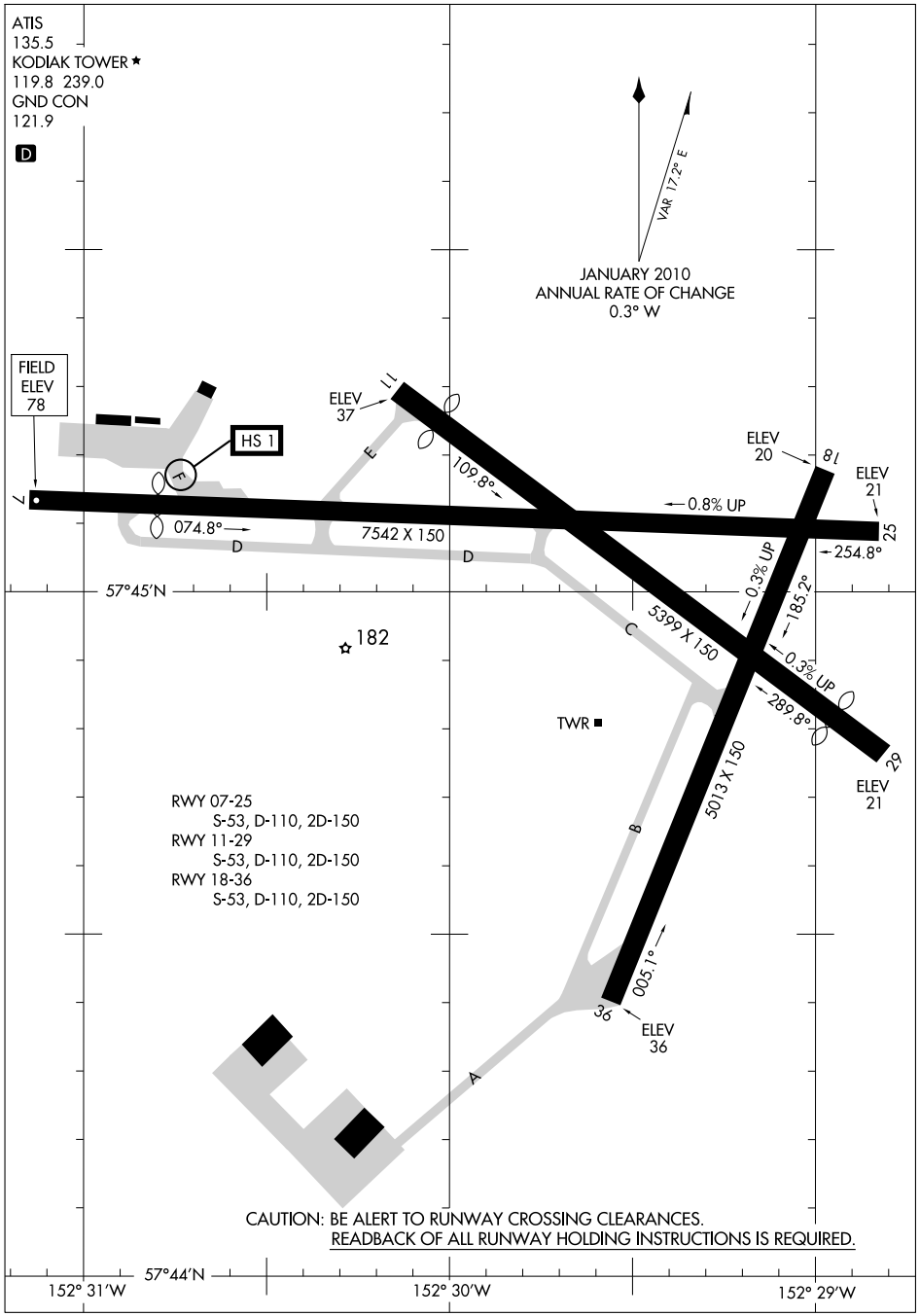
CATEGORY	A	B	C	D
LNAV MDA	640-1 503 (600-1)		640-1½ 503 (600-1½)	
CIRCLING	700-1 563 (600-1)		700-1½ 563 (600-1½)	740-2 603 (700-2)

MIRL Rwy 9-27 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-1238 (FAA)



AK, 23 SEP 2010 to 18 NOV 2010

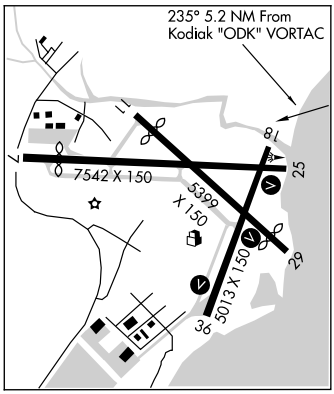
KODIAK

§ **KODIAK** (ADQ) (PADQ) 4 SW N57°45.00′ W152°29.63′ UTC−9(−8DT) **KODIAK**
P(CG) 78 BL 6, 9 ①, 10 ② H75(ASP–GRVD) 07–25 ③ S–53, D–110, 2D–150 **H–1B, 2K, L–2J, 3D**
11–29 ④ S–53, D–110, 2D–150, 18–36 S–53 D–110 2D–150 **IAP, AD**

SERVICE—S2 **JASU** —5(A/M32A–86), 1(MA–1A) **FUEL** —J5(NC 100LL, A1)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–7542	TODA–7542	ASDA–7542	LDA–6413
RWY 11:	TORA–5399	TODA–5399	ASDA–4843	LDA–4959
RWY 25:	TORA–7542	TODA–7542	ASDA–7542	LDA–7542
RWY 29:	TORA–5399	TODA–5399	ASDA–4959	LDA–4843



AIRPORT REMARKS —Attended same as arpt maint hrs. For information on arpt call 907–487–4952 Mon–Fri 1600–0130Z‡. JASU fuel avbl for USCG only. Class I, ARFF Index A. CLOSED to air carrier OPS with more than 30 passenger seats except PPR in writing to arpt manager, P.O. Box 1500 Anton Larson Road, Kodiak, AK 99615. Personnel and equipment may be working on the rwy at any time. No snow removal or deicing for rwy, twy and ramp 0800–1400Z‡. Deer, numerous seabirds and migratory waterfowl on and in vicinity of arpt. CAUTION: First 3000′ Rwy 07 and first 2000′ Rwy 36 and associated twys not visible from twr. Portions of all taxiways not visible from twr due to vegetation growth. Fld surrounded by mountains except east. High terrain around arpt is not obstruction lighted. Mountain on approach to Rwy 07. Recommend use of Rwy 07 only by pilots familiar with terrain. Maneuvering for approach to Rwy 18, Rwy 25, Rwy 29, or Rwy 36, must be accomplished east of airfield. Takeoff Rwy 25 or Rwy 29 or landing Rwy 07 or Rwy 11 not recommended during hrs of darkness or when mountain peaks are obscured. Pilots are cautioned to thoroughly understand standard instrument approach, and missing approach procedures. Rwy 25, Rwy 29 and Rwy 36 rgt tfc. Rwy 18 slope 0.3% up S. Rwy 25 slope 0.8% up W. Rwy 29 slope 0.3% up NW. Arpt svc road within 50′ of thld on all rwys. Limited parking avbl. Closed to Part 121 unscheduled passenger carrying operations with over 30 passenger seats installed unless 24 hour written notice to airport manager and prior approval received. All transient military acft contact maintenance on 164.55 or Kodiak Air on 345.0 for Marshaller. 72 hour advance PPR rqr for access to CG ramp. Limited transient facilities avbl. (CG) PPR due to parking and fuel. Transient crew must provide technical/direction/assistance in svc/maintenance. No svc/maintenance avbl Mon–Fri 0500–1700Z‡ or Sat, Sun or holidays 0100–1700Z‡. Expect delays other times except SAR and Medevac V487–5889 C907–487–5889. All arriving acft ctc Kodiak Air on 345.0 or 164.55 for clearance onto CG ramp, Marshaller and parking svcs. BE ALERT: Taxiway to CG ramp crosses two roadways, activate crossing lights key 122.8 5 times–on 7 times–off. BE ALERT: NSTD taxi line obstruction clearance on CG ramp. CG ramp unsuitable for acft larger than a C130 wingspan (132.5 ft). Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 36 REIL are omnidirectional to accommodate circling approaches. ACTIVATE HIRL Rwys 07–25, 11–29, 18–36; REIL Rwy 25, Rwy 36, VASI Rwy 25, Rwy 29, Rwy 36 and taxiway lights—CTAF. VASI rwy reference 1420′ from threshold. ①Rwy 25, TCH 55′. GS 2.05°. Rwy 29, TCH 53′. GS 3.0°. Rwy 36, TCH 43. GS 3.75°. ②Rwy 25 and Rwy 36. ③Rwy 07 thld displaced 1129′. ④Rwy 11 thld dsplcd 440′ and Rwy 29 thld dsplcd 556′.

WEATHER DATA SOURCES —(ASOS 907–487–2442) (TWEBⓔ ODK 117.1) (TWEBⓔ RWO 394) (WX CAM).

COMMUNICATIONS—(CTAF 119.8) (UNICOM 122.8) (ATIS 135.5) (TIE–IN FSS KENAI ENA–NOTAM ADQ)

RCO —119.8 (KENAI FSS)

WOODY ISLAND RCO—122.2 (V) (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —281.4 125.1

TOWER —239.0 119.8 (E) (Oct 1–Mar 31 1530–0500Z‡, Apr 1–Sep 30 1600–0700Z‡.) **GND CON** —121.9

COAST GUARD AIR OPERATIONS (KODIAK AIR) —345.0 156.8 2182 2678

AIRSPACE: CLASS D svc Oct 1–Mar 31 1530–0500Z‡, Apr 1–Sep 30 1600–0700Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION

(H)ABVORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 235° 5.2 NM to Fld.130/18E. **TWEB.**

VOR/DME unusable
150°–185° byd 32 NM blw 6,000′
186°–245° byd 20 NM blw 11,000′
246°–325° byd 15 NM blw 7,000′
246°–325° byd 20 NM blw 12,000′
326°–339° byd 32 NM blw 6,000′

WOODY ISLAND NDB(ABHW) 394 RWO N57°46.47′ W152°19.39′ 237° 5.7 NM to Fld./18E. **TWEB.**

ILS/DME 110.9 I–ADQ Chan 46 Rwy 25. Class IA. ILS unusable within 2.0 DME (0.7 NM from thld). LOC unusable byd 30° right of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. RCO available when twr closed.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ANCHORAGE, AK		
TED STEVENS ANCHORAGE INTL (ANC) (PANC)	HS 1	Confusing int in close proximity of Rwy 07L-25R.
FAIRBANKS, AK		
FAIRBANKS INTL (FAI) (PAFA)	HS 1	Numerous ramp vehicle operations in vicinity of Twy W.
	HS 2	Numerous ramp vehicle operations in vicinity of Twy U.
	HS 3	Area is not authorized for use by aircraft.
	HS 4	Twy B intersects Rwy 02R-20L and Rwy 02L-20R.
	HS 5	Int of Twy C and Twy R in close proximity to area not visible from the twr.
KODIAK, AK		
KODIAK (ADQ) (PADQ)	HS 1	Twy F is a narrow single access point to the main ramp.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

23 SEP 2010 to 18 NOV 2010

LOC/DME I-ADQ	APP CRS	Rwy Idg 7542
110.9	254°	TDZE 33
Chan 46		Apt Elev 78

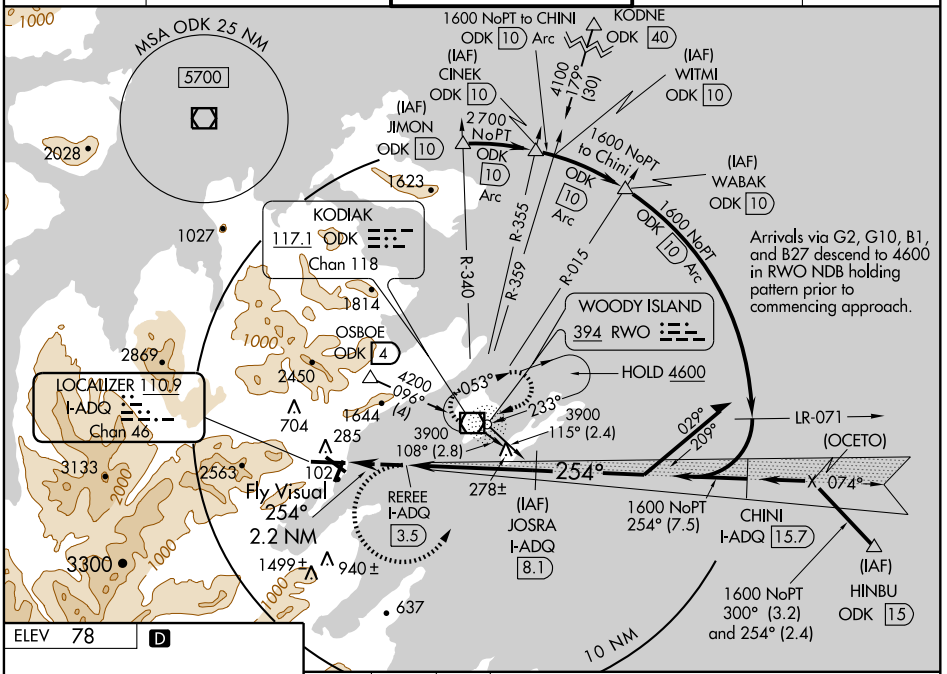
ILS or LOC/DME Y RWY 25

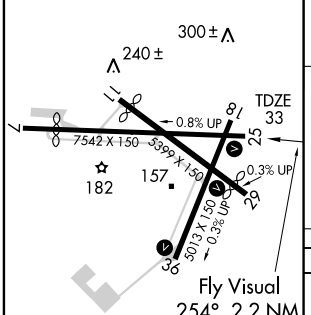
KODIAK (ADQ)(PADQ)

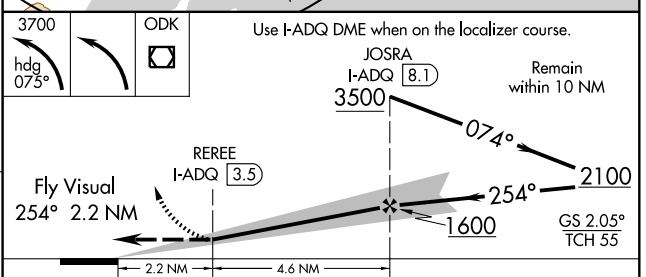
Circling NA west of Rwy 18-36. Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night. Rapidly rising terrain north, west, and south of airport. ILS unusable from 2 DME inbound.

MISSED APPROACH: Climbing left turn to 3700 via heading 075° then left turn direct ODK VOR/DME and hold.

ATIS	ANCHORAGE CENTER	KODIAK TOWER *	GND CON	UNICOM
135.5	125.1 281.4	119.8 (CTAF) L 239.0	121.9	122.8







CATEGORY	A	B	C	D
S-ILS 25	542-2	509 (500-2)	636-3 603 (600-3)	697-4 664 (700-4)
S-LOC 25	580-2	547 (600-2)	620-2 587 (600-2)	1060-3 1027 (1000-3)
CIRCLING 29, 36, 25	660-2½ 582 (600-2½)	720-2½ 642 (700-2½)	740-3 662 (700-3)	1060-4 982 (1000-4)
CIRCLING 18	660-2½ 582 (600-2½)	1060-2½ 982 (1000-2½)	1260-3 1182 (1200-3)	1660-4 1582 (1600-4)

REIL Rwys 25 and 36 L

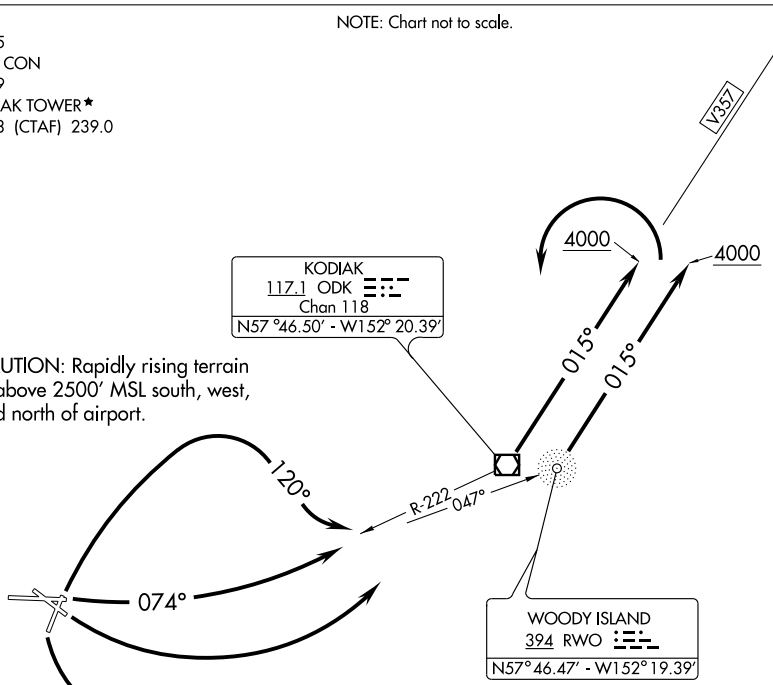
HIRL Rwys 7-25, 11-29 and 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

KODIAK FIVE DEPARTURE (OBSTACLE)

ATIS
135.5
GND CON
121.9
KODIAK TOWER★
119.8 (CTAF) 239.0

NOTE: Chart not to scale.



TAKEOFF MINIMUMS:
Rwy 7: Standard.
Rwy 11: 300-2 or standard with minimum climb of 265' per NM to 500.
Rwy 18: Standard with the following minimum climb requirements: 150K or less, 400 feet per NM to 1200; more than 150K, 530 feet per NM to 1900, or 3200-3 for climb in visual conditions. Resume normal speed after passing ODK VOR/DME/RWO NDB.
Rwy 25: NA - Terrain.
Rwy 29: NA at night. 2500-5.
Rwy 36: NA at night. 1400-3 with the following minimum climb requirements: 150K or less, 500 feet per NM to 1600; more than 150K, 665 feet per NM to 1800, or 3200-3 for climb in visual conditions. Resume normal speed after passing ODK VOR/DME/RWO NDB.

TAKE-OFF OBSTACLE NOTES:
Rwy 7, vehicle and ship beginning 50' from DER, on centerline, 135' AGL/135' MSL.
Rwy 11, vehicle and ship beginning 50' from DER, on centerline, up to 135' AGL/135' MSL.
Tree 1.7 NM from DER, 2679' right of centerline, up to 100' AGL/360' MSL.
Rwy 18, multiple trees and vehicle beginning 4' from DER, on centerline, up to 100' AGL/134' MSL.
Multiple trees 295' from DER, 357' right of centerline, up to 100' AGL/140' MSL.
Rwy 29, multiple trees, bushes, and terrain, 336' from DER, 276' left of centerline, up to 100' AGL/1081' MSL. Multiple trees, vehicle, bushes, and terrain 50' from DER, on centerline, up to 100' AGL/320' MSL. Multiple towers 6061' from DER, 31' right of centerline, up to 468' AGL/658' MSL.
Rwy 36, Multiple trees and vehicles 50' from DER, on centerline, up to 100' AGL/323' MSL.

(NARRATIVE ON FOLLOWING PAGE)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 074° to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 11: Climbing left turn to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 18: Climbing left turn to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . , or for climb in visual conditions: cross Kodiak airport eastbound at or above 3100 to intercept ODK R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 29: Climb in visual conditions direct ODK VOR/DME or RWO NDB (visual conditions must be maintained from takeoff until established over ODK VOR/DME or RWO NDB); cross ODK VOR/DME or RWO NDB at or above 2400 MSL, Thence . . . .
TAKE-OFF RUNWAY 36: Climbing right turn via heading 120° to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence. . . , or for climb in visual conditions: cross Kodiak airport eastbound at or above 3100 to intercept ODK R-222 to ODK or 047° course to RWO NDB, Thence . . . .

. . . . Climb to 4000 via ODK VOR/DME R-015 or 015° bearing from RWO NDB. V357 proceed on course, all others climbing left turn direct ODK VOR/DME or RWO NDB and then proceed on course.

RNAV (GPS) RWY 25

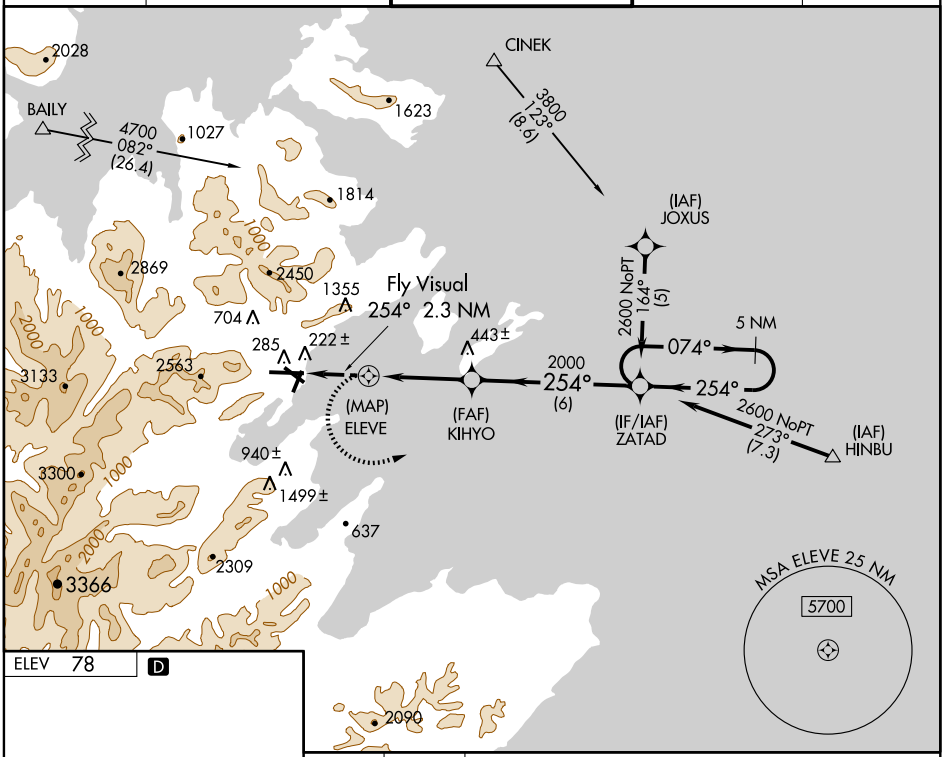
KODIAK (ADQ)(PADQ)

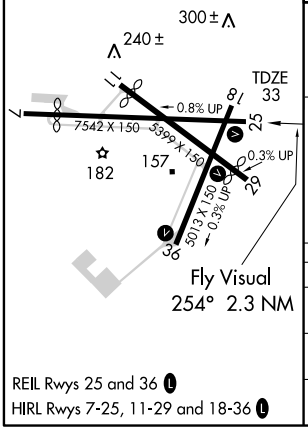
APP CRS	Rwy Idg	7542
254°	TDZE	33
	Apt Elev	78

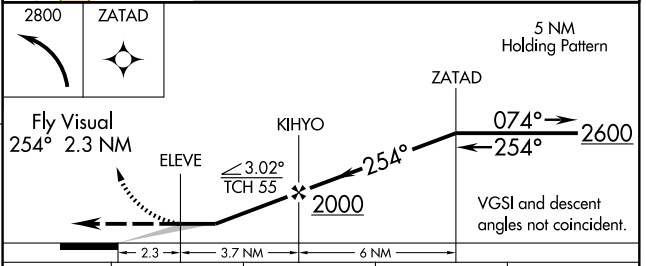
Circling NA west of runway 18-36. DME/DME RNP-0.3 NA.
Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night. Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 2800 direct ZATAD and hold.

ATIS	ANCHORAGE CENTER	KODIAK TOWER *	GND CON	UNICOM
135.5	125.1 281.4	119.8 (CTAF) L 239.0	121.9	122.8







CATEGORY	A	B	C	D
LNAV MDA	480-2 447 (500-2)		580-2 547 (600-2)	1040-3 1007 (1000-3)
CIRCLING 29, 36, 25	660-2¾ 582 (600-2¾)	720-2¾ 642 (700-2¾)	740-2¾ 662 (700-2¾)	1040-3 962 (1000-3)
CIRCLING 18	660-2¾ 582 (600-2¾)	1060-2¾ 982 (1000-2¾)	1260-3 1182 (1200-3)	1660-3 1582 (1600-3)

REIL Rwys 25 and 36 L
HIRL Rwys 7-25, 11-29 and 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

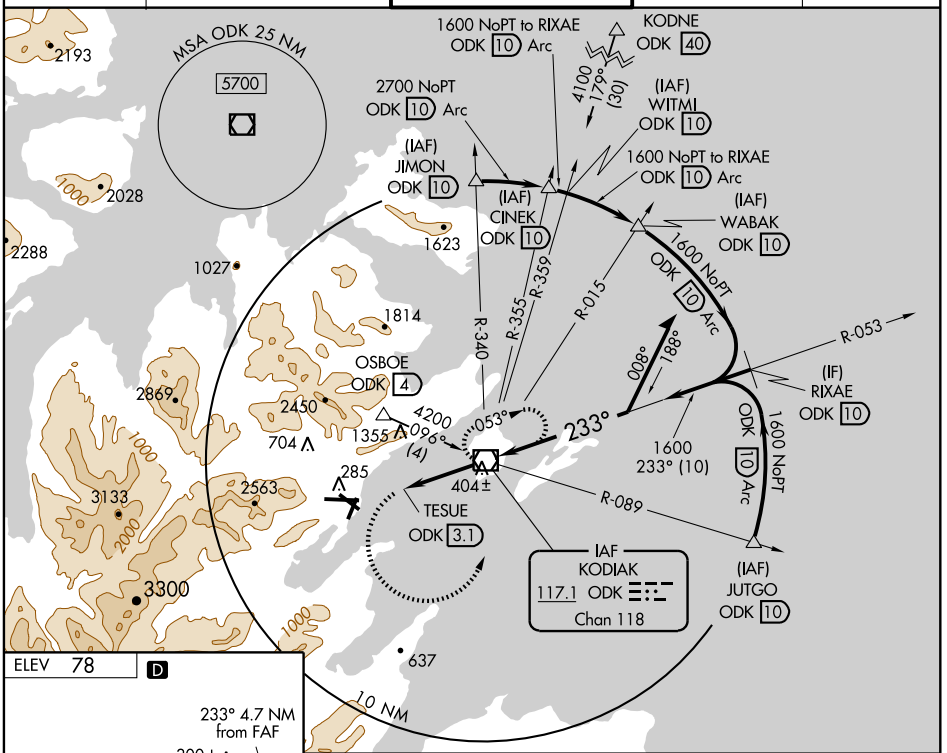
VOR/DME ODK	APP CRS	Rwy Idg 7542
117.1	233°	TDZE 33
Chan 118		Apt Elev 78

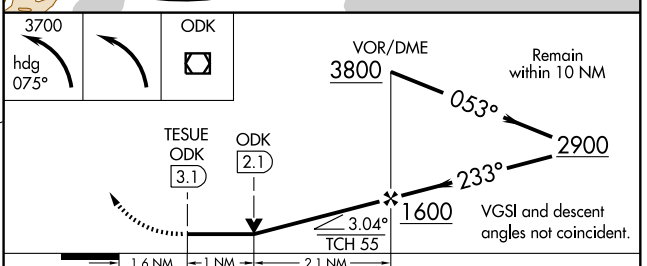
VOR Y RWY 25
KODIAK (ADQ)(PADQ)

Circling NA west of Rwy 18-36. Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night. Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 3700 via heading 075° then left turn direct ODK VOR/DME and hold.

ATIS	ANCHORAGE CENTER	KODIAK TOWER*	GND CON	UNICOM
135.5	125.1 281.4	119.8 (CTAF) L 239.0	121.9	122.8





REIL Rwys 25 and 36 L
HIRL Rwys 7-25, 11-29 and 18-36 L

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
S-25	660-2 627 (600-2)			
CIRCLING 36, 29, 25	660-2 582 (600-2)	720-2 642 (700-2)	740-2 662 (700-2)	800-2¼ 722 (800-2¼)
CIRCLING 18	660-2 582 (600-2)	1060-2 982 (1000-2)	1260-3 1182 (1200-3)	1660-3 1582 (1600-3)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

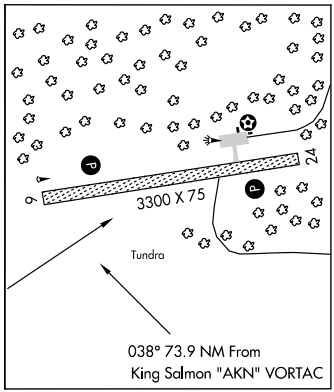
§ **KOKHANOK** (9K2) (PFKK) 2 SW N59°26.00′ W154°48.16′ UTC−9(−8DT) **KODIAK**
P 115 BL 4, 10, 12 33(GVL) 06–24 **L–2J, 3D**
IAP

AIRPORT REMARKS —Unattended. Rwy 06–24 not monitored, visual inspection prior to use. Horses on or invof rwy. 30′ unlit twr approximately 300′ north of Rwy 06–24. Rwy 06–24 NSTD markings, rwy edges marked with reflective cones and markers. ACTIVATE MIRL Rwy 06–24, PAPI and REIL Rwy 06 and Rwy 24, rotating bcn and windcone—CTAF 122.9.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡—NOTAM ILI OT CTC KENAI ENA)
ANCHORAGE CENTER APP/DEP CON —354.0 118.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



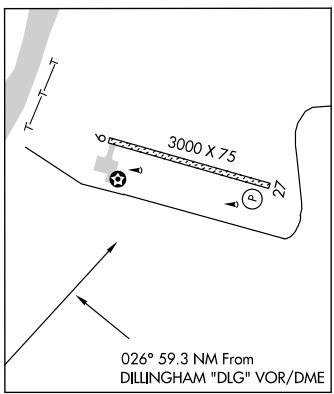
§ **KOLIGANEK** (JZZ) (PAJZ) 1 E N59°43.60′ W157°15.57′ UTC−9(−8DT) **KODIAK**
269 BL 4, 12① 30(GVL) 09–27 **L–3C**
IAP

AIRPORT REMARKS—Unattended. Rwy condition not monitored, numerous 18″ dips, recommend visual inspection prior to use. Loose rocks on surface up to 4″ diameter, numerous heaves and humps up to 18″, and 4″ deep ruts at thld Rwy 09. 6″ dips W 1000′ of rwy. Rwy 09 slope 1.1% up SE. Rwy 09 and Rwy 27 nstd markings, thld marked with lgts and panels. West windsock OTS indef, east windsock may be unreliable. Rwy 09–27 edge lights white full length of the rwy. ACTIVATE MIRL Rwy 09–27 and rot bcn—CTAF. ①Rwy 27, TCH 25′. GS 3.5°.

WEATHER DATA SOURCES —(AWOS–3 118.525 907–596–3302) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM 15 SEP–15 MAY 1645–0645Z‡, 16 MAY–14 SEP 1645–0845Z‡–NOTAM JZZ OT CTC KENAI ENA)
KEMUK MOUNTAIN RCO —122.55 (DILLINGHAM FSS) Opr 1645–0845Z‡ OT ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON —282.35 132.75

RADIO/NAV/WEATHER REMARKS—For a LD call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



RNAV (GPS) RWY 6

KOKHANOK (9K2) (PFKK)

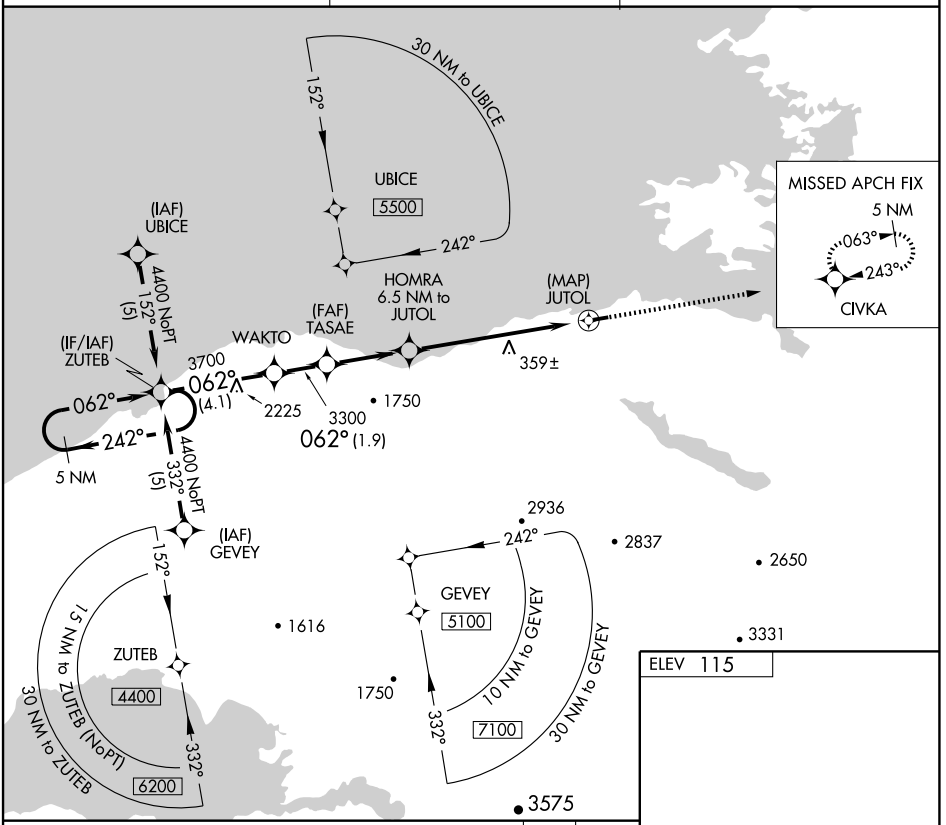
APP CRS	Rwy Idg	3300
062°	TDZE	115
	Apt Elev	115

Use Iliamna altimeter setting.
DME/DME RNP-0.3 NA.
Procedure NA at night.

NA

MISSED APPROACH: Climb to 6000 direct CIVKA and hold, continue climb-in-hold to 6000.

ILIAMNA ASOS	ANCHORAGE CENTER	CTAF
134.95	118.8	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	980-1 865 (900-1)	980-1¼ 865 (900-1¼)	NA	
CIRCLING	1020-1¼ 905 (1000-1¼)		NA	

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

KOKHANOK (9K2) (PFKK)

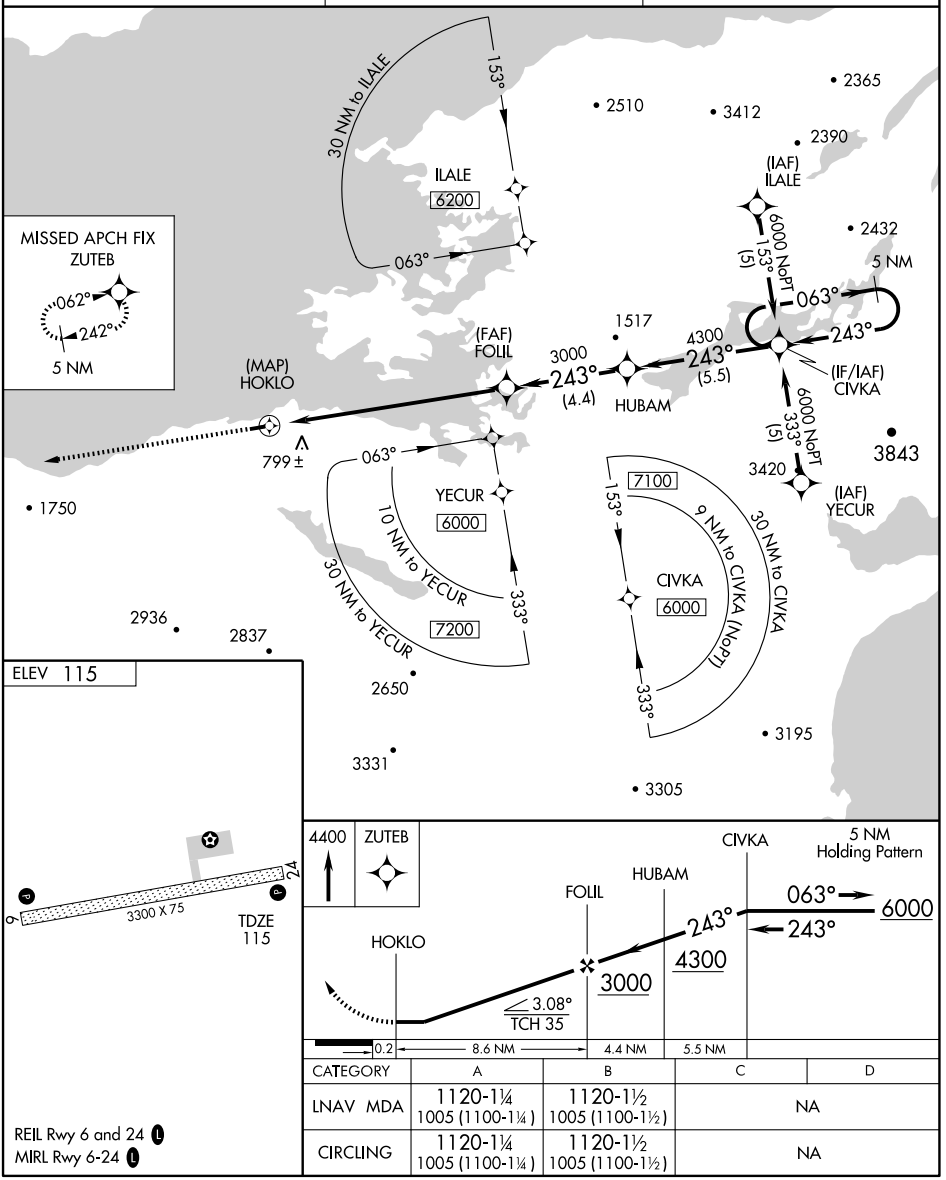
APP CRS	Rwy Idg	3300
243°	TDZE	115
	Apt Elev	115

Use Iliamna altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4400 direct ZUTEB and hold, continue climb-in-hold to 4400.

ILIAMNA ASOS	ANCHORAGE CENTER	CTAF
134.95	118.8	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1120-1¼ 1005 (1100-1¼)	1120-1½ 1005 (1100-1½)	NA	
CIRCLING	1120-1¼ 1005 (1100-1¼)	1120-1½ 1005 (1100-1½)	NA	

REIL Rwy 6 and 24 (L)

MIRL Rwy 6-24 (L)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

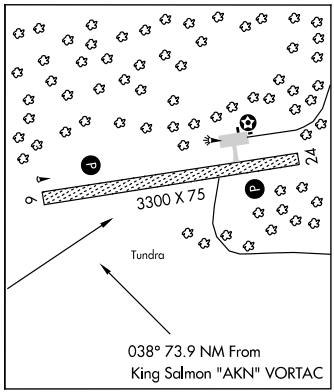
§ **KOKHANOK** (9K2) (PFKK) 2 SW N59°26.00′ W154°48.16′ UTC−9(−8DT) **KODIAK**
P 115 BL 4, 10, 12 33(GVL) 06–24 **L–2J, 3D**
IAP

AIRPORT REMARKS —Unattended. Rwy 06–24 not monitored, visual inspection prior to use. Horses on or invof rwy. 30′ unlit twr approximately 300′ north of Rwy 06–24. Rwy 06–24 NSTD markings, rwy edges marked with reflective cones and markers. ACTIVATE MIRL Rwy 06–24, PAPI and REIL Rwy 06 and Rwy 24, rotating bcn and windcone—CTAF 122.9.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡—NOTAM ILI OT CTC KENAI ENA)
ANCHORAGE CENTER APP/DEP CON —354.0 118.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



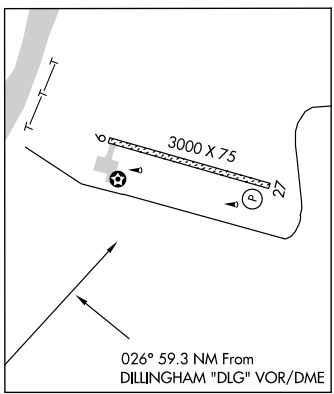
§ **KOLIGANEK** (JZZ) (PAJZ) 1 E N59°43.60′ W157°15.57′ UTC−9(−8DT) **KODIAK**
269 BL 4, 12① 30(GVL) 09–27 **L–3C**
IAP

AIRPORT REMARKS—Unattended. Rwy condition not monitored, numerous 18″ dips, recommend visual inspection prior to use. Loose rocks on surface up to 4″ diameter, numerous heaves and humps up to 18″, and 4″ deep ruts at thld Rwy 09. 6″ dips W 1000′ of rwy. Rwy 09 slope 1.1% up SE. Rwy 09 and Rwy 27 nstd markings, thld marked with lgts and panels. West windsock OTS indef, east windsock may be unreliable. Rwy 09–27 edge lights white full length of the rwy. ACTIVATE MIRL Rwy 09–27 and rot bcn—CTAF. ①Rwy 27, TCH 25′. GS 3.5°.

WEATHER DATA SOURCES —(AWOS–3 118.525 907–596–3302) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM 15 SEP–15 MAY 1645–0645Z‡, 16 MAY–14 SEP 1645–0845Z‡–NOTAM JZZ OT CTC KENAI ENA)
KEMUK MOUNTAIN RCO —122.55 (DILLINGHAM FSS) Opr 1645–0845Z‡ OT ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON —282.35 132.75

RADIO/NAV/WEATHER REMARKS—For a LD call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



APP CRS	Rwy Idg	3000
087°	TDZE	269
	Apt Elev	269

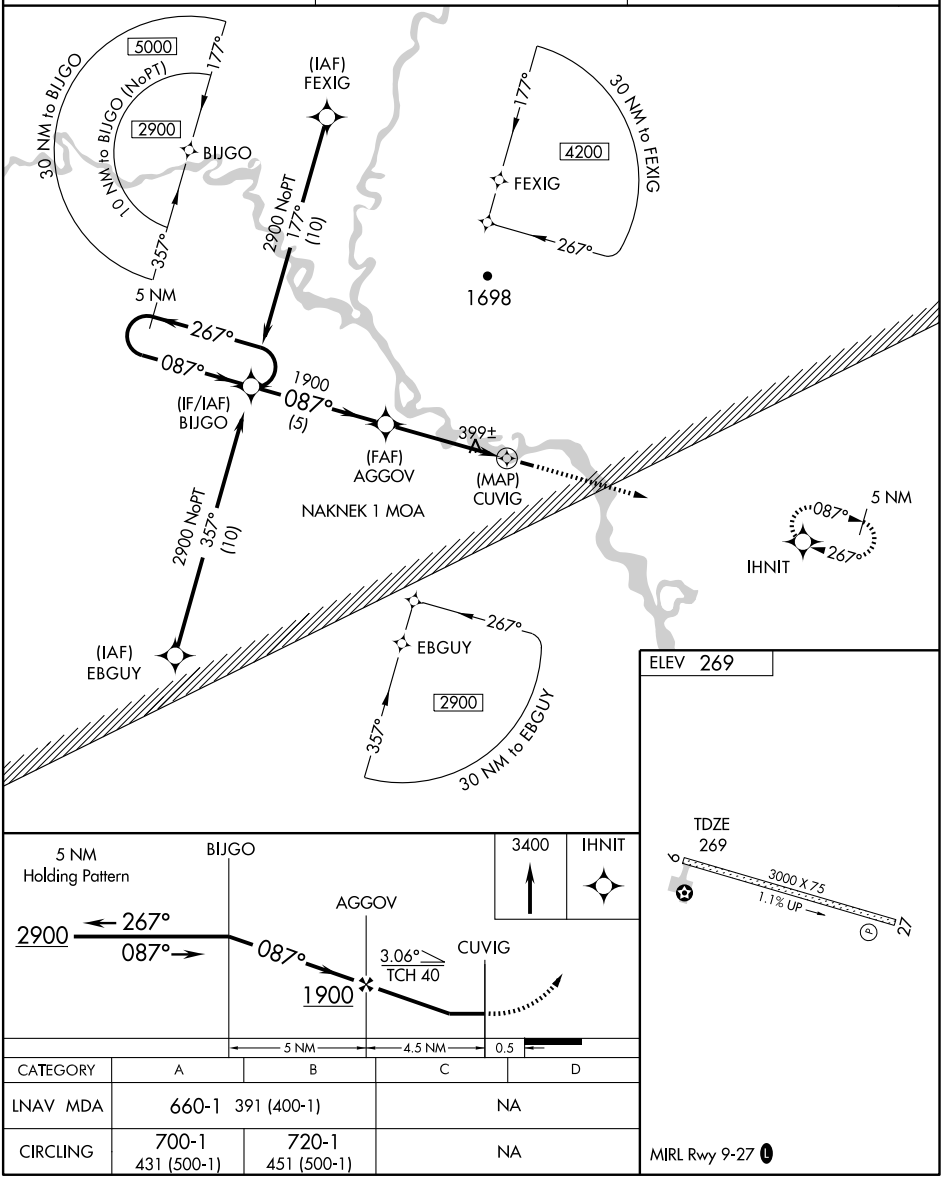
RNAV (GPS) RWY 9

KOLIGANEK (JZZ) (PAJZ)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct IHNIT and hold, continue climb-in-hold to 3400.

AWOS-3	ANCHORAGE CENTER	CTAF
118.525	132.75 282.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	660-1 391 (400-1)		NA	
CIRCLING	700-1 431 (500-1)	720-1 451 (500-1)	NA	

MIRL Rwy 9-27 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
267°	TDZE	269
	Apt Elev	269

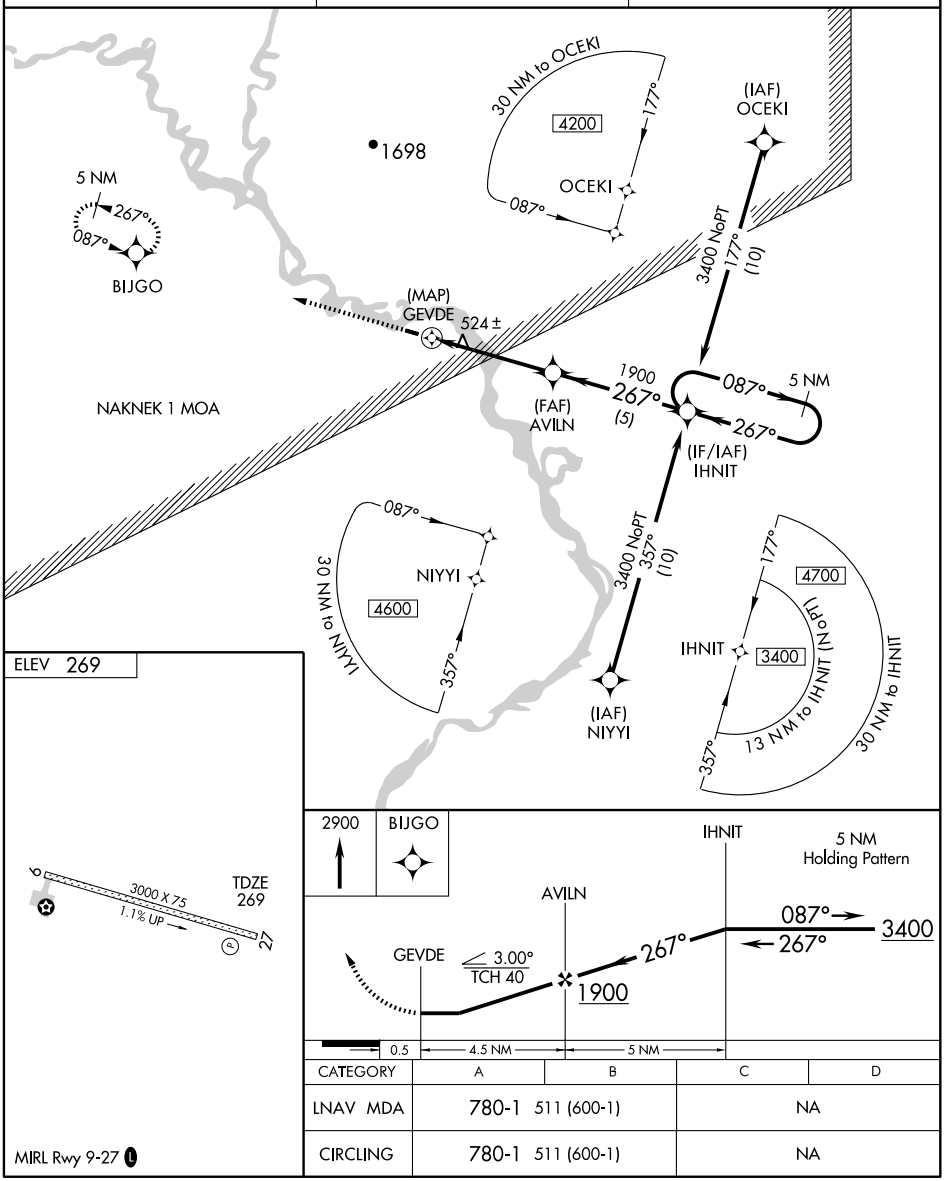
RNAV (GPS) RWY 27

KOLIGANEK (JZZ) (PAJZ)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BIJGO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
118.525	132.75 282.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	780-1 511 (600-1)		NA	
CIRCLING	780-1 511 (600-1)		NA	

MIRL Rwy 9-27 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

ZUNOS ONE DEPARTURE (RNAV)

(ZUNOS1.ZUNOS) 09239

KOLIGANEK (JZZ)(PAJZ)

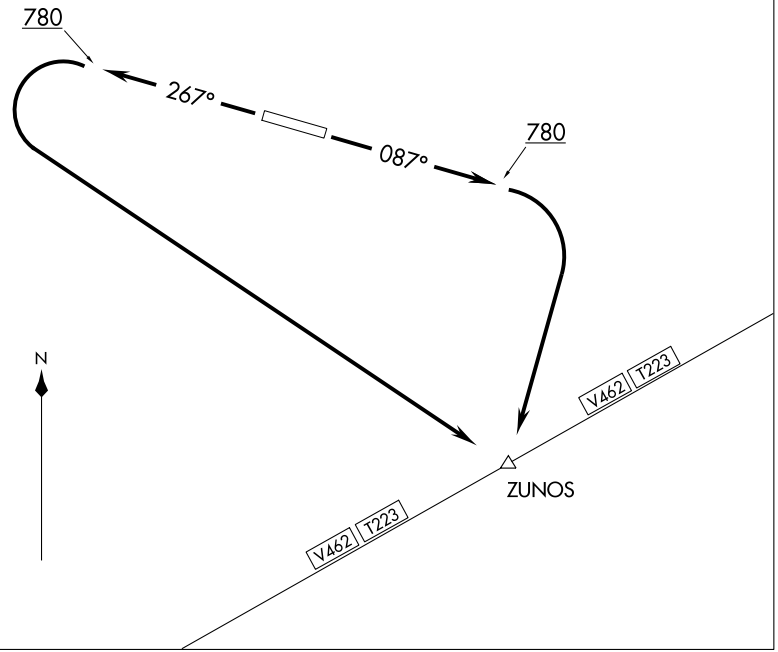
KOLIGANEK, ALASKA

ANCHORAGE DEP CON
132.75 282.35
AWOS-3
118.525
CTAF
122.9

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 087° to 780 then climbing right turn to 5000 or altitude assigned by ATC direct ZUNOS.

TAKE-OFF RWY 27: Climb heading 267° to 780 then climbing left turn to 5000 or altitude assigned by ATC direct ZUNOS.



TAKE-OFF MINIMUMS

Rwy 27: Standard.
Rwy 9: 300-2 or Standard with minimum climb of 205′ per NM to 700, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1300′ prior to departure end of runway.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Multiple trees beginning 133′ from DER, 29′ right of centerline, up to 50′ AGL / 399′ MSL. Multiple trees beginning 263′ from DER, 194′ left of centerline, up to 50′ AGL / 399′ MSL.
Rwy 27: Multiple bushes and powerlines beginning 76′ from DER, 76′ left of centerline, up to 50′ AGL / 309′ MSL. Bushes and trees beginning 242′ from DER, 4′ right of centerline, up to 50′ AGL / 309′ MSL.

NOTES: GPS required.
RNAV 1.

NOTE: Chart not to scale.

ZUNOS ONE DEPARTURE (RNAV)
(ZUNOS1.ZUNOS) 09239
KOLIGANEK (JZZ)(PAJZ)
KOLIGANEK, ALASKA

SL-9459 (FAA)

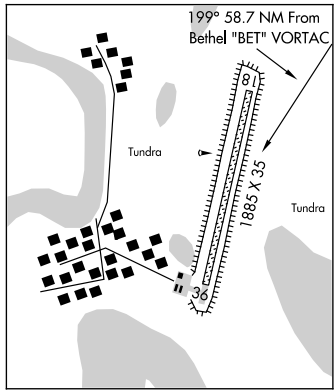
§ **KONGIGANAK** (DUY) (PADY) 8 NE N59°57.65′ W162°52.88′ UTC−9(−8DT) **BETHEL**

P 30 19(GVL) 18–36

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy rough full length. Windsock unreliable. Rwy 18 and Rwy 36 NSTD markings, rwys marked with cones and reflective thld panels—some damaged and missing. Rwy 18–36 high in center—no line of sight btn rwy ends. Rwy 18–36 ruts, dips, puddles to 3 inches S 1100′.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **KOTLIK** (2A9) (PFKO) 1 W N63°01.84′ W163°31.96′ UTC−9(−8DT) **BETHEL**

H–1A, 2J, L–3C

IAP

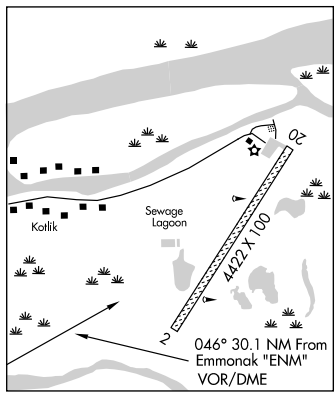
P 15 BL4 44(GVL) 02–20

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 02–20 marked with reflective cones. Old rwy west of town—CLOSED. ACTIVATE MIRL Rwy 02–20—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM ENM)

ANCHORAGE CENTER APP/DEP CON—226.8 124.5

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



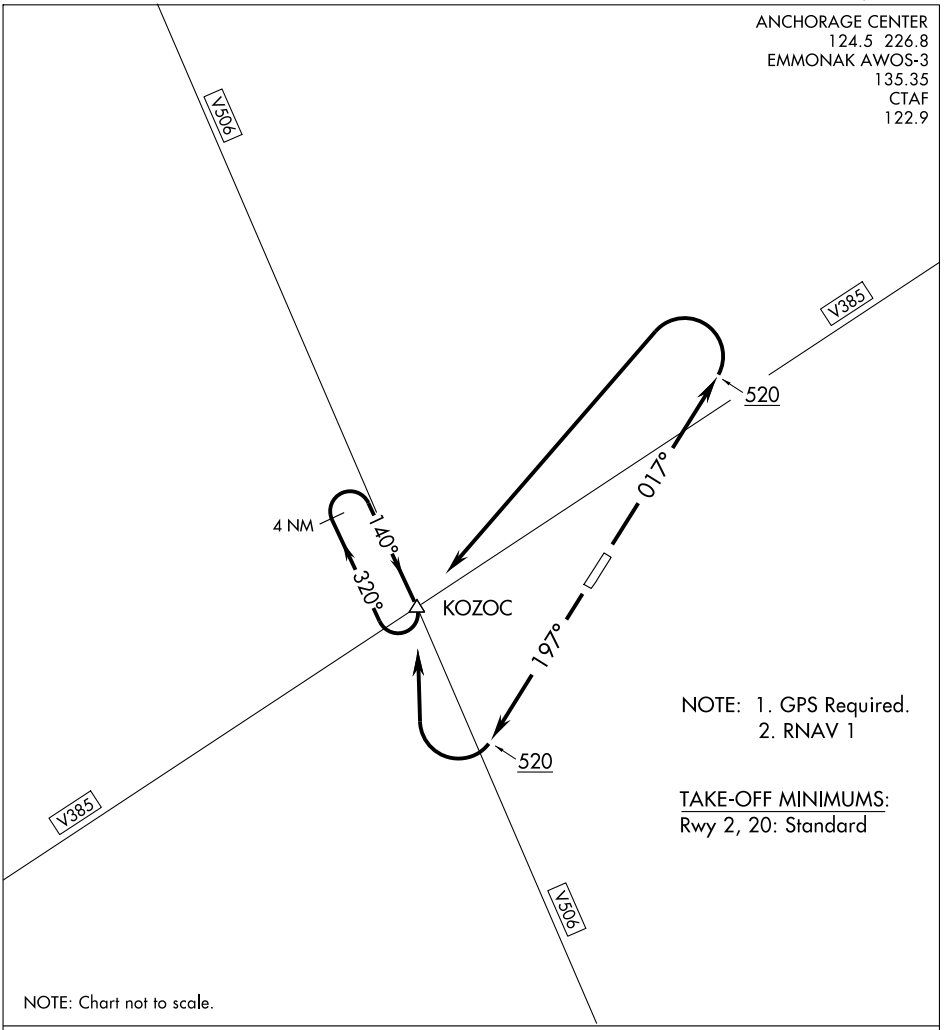
KOTZEBUE FSS —123.6 122.2 120.3 (V) (1600–0900Z‡ OT CTC FAIRBANKS FSS)

AMBLER RCO —122.0
BUCKLAND RCO —122.3
CAPE LISBURNE RCO —122.3
NOATAK RCO —122.4
POINT HOPE RCO —122.25
SELAWIK RCO —122.5

KIVALINA RCO —122.55 1600–0900Z‡ other times ctc Fairbanks FSS.

KOZOC ONE DEPARTURE (RNAV)

KOTLIK (2A9)(PFKO)
KOTLIK, ALASKA



NOTE: 1. GPS Required.
2. RNAV 1

TAKE-OFF MINIMUMS:
Rwy 2, 20: Standard

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 017° to 520′, then climbing left turn direct KOZOC, thence ....
TAKE-OFF RWY 20: Climb heading 197° to 520′, then climbing right turn direct KOZOC, thence ....

.... climb in KOZOC holding pattern (NW, right turns, 140° inbound), to cross KOZOC at or above MEA for route of flight, before proceeding on course.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

KOTLIK (2A9) (PFKO)

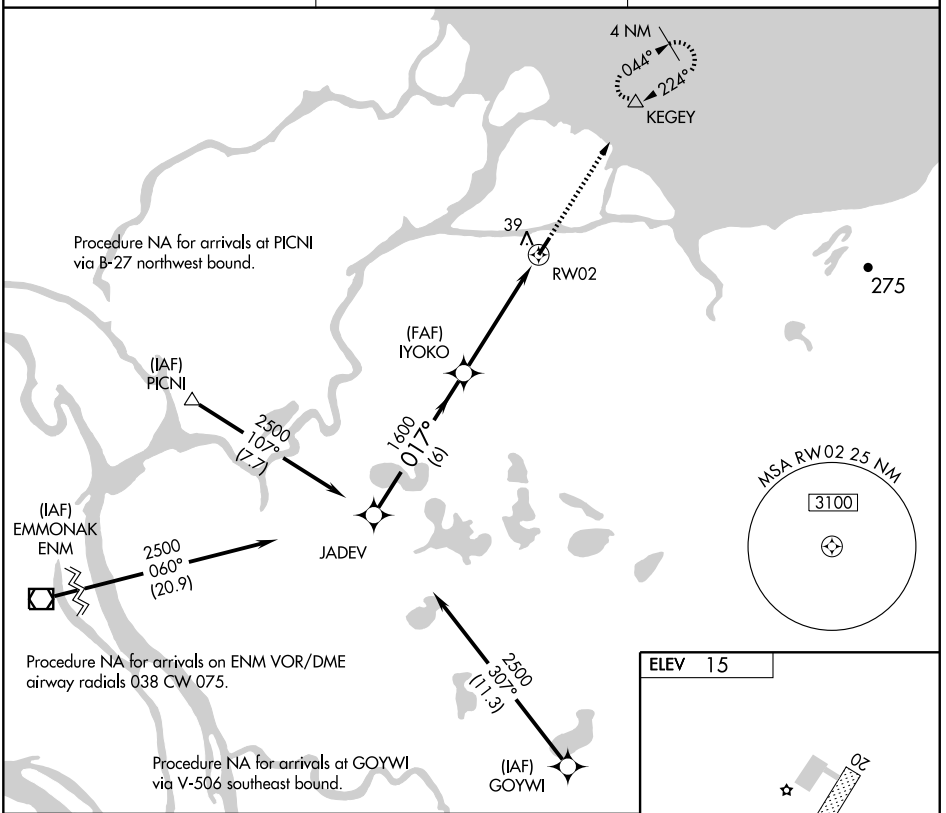
APP CRS	Rwy Idg	4422
017°	TDZE	15
	Apt Elev	15

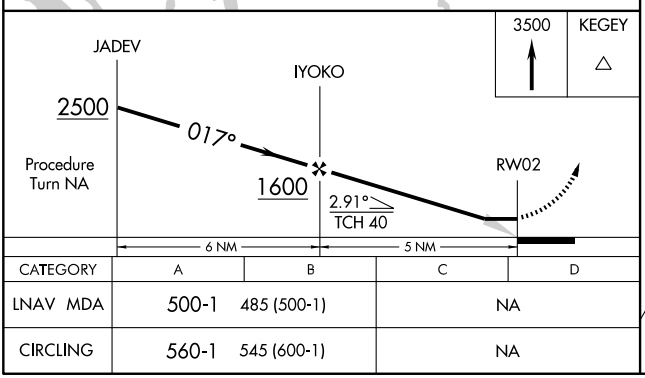
NA

DME/DME RNP-0.3 NA.
Use Emmonak altimeter setting.
Procedure NA at night.

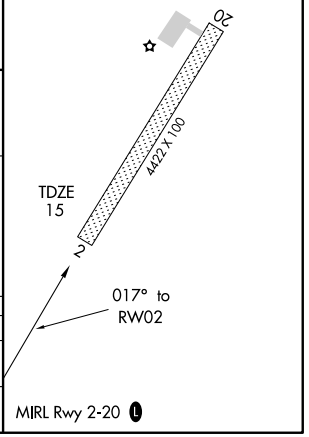
MISSED APPROACH: Climb to 3500 direct KEGEY WP and hold.

EMMONAK AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5 226.8	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	500-1	485 (500-1)	NA	
CIRCLING	560-1	545 (600-1)	NA	



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

KOTLIK (2A9) (PFKO)

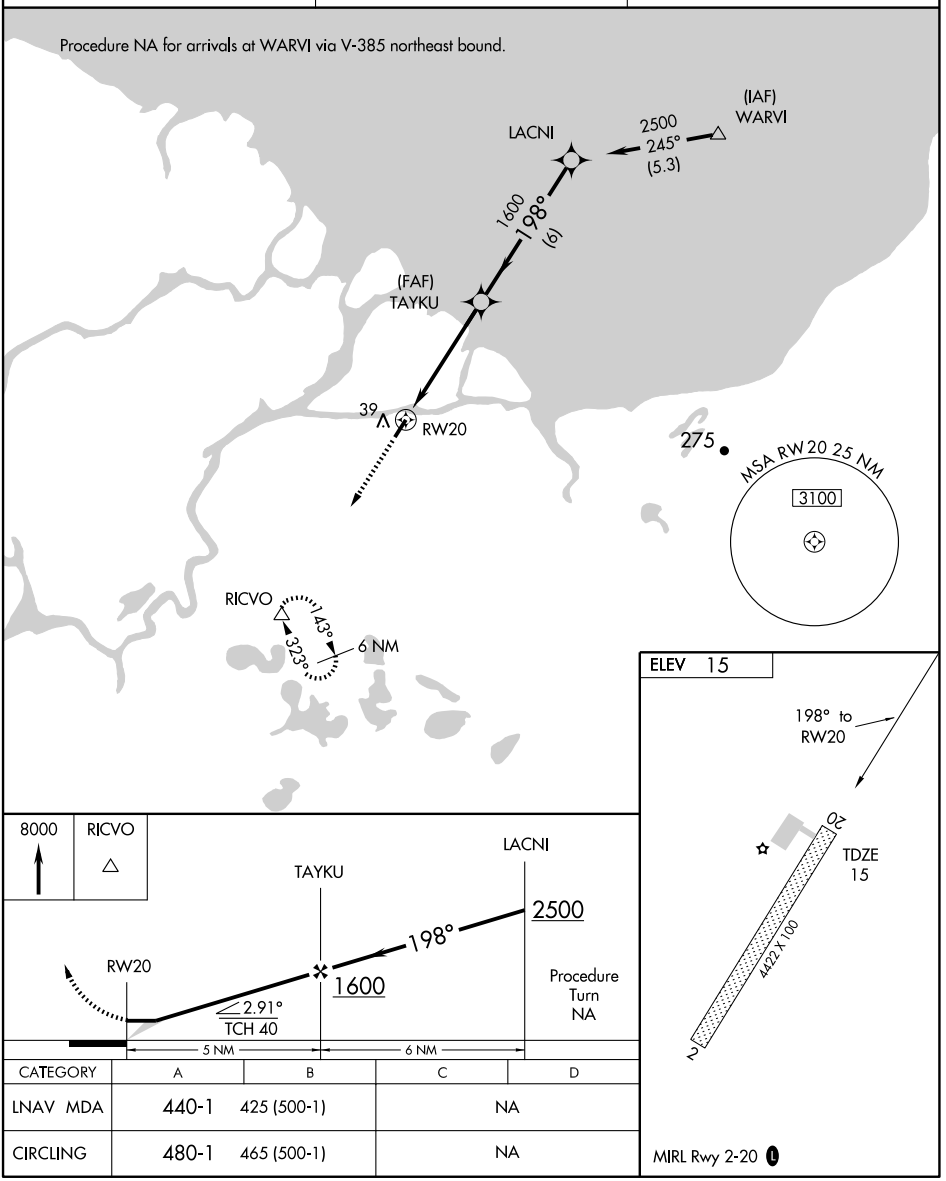
APP CRS	Rwy Idg	4422
198°	TDZE	15
	Apt Elev	15

NA

DME/DME RNP-0.3 NA. Use Emmonak altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 8000 direct RICVO WP and hold.

EMMONAK AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5 226.8	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	440-1	425 (500-1)	NA	
CIRCLING	480-1	465 (500-1)	NA	

MIRL Rwy 2-20 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

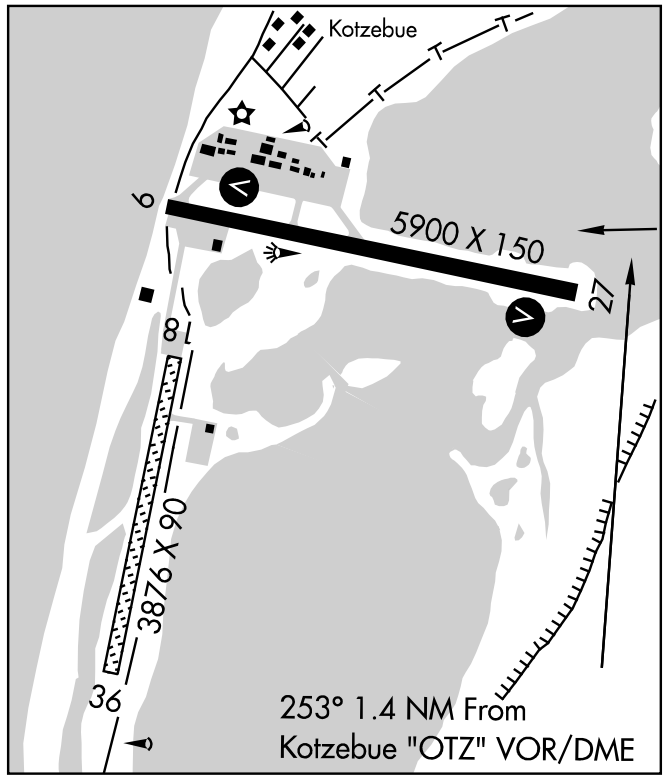
KOTZEBUE

§ **RALPH WIEN MEM** (OTZ) (PAOT) 1 S N66°53.08′ W162°35.91′ UTC−9(−8DT) **NOME**

P 14 BL4, 6, 9 ①, 10 ② H59(ASP–GRVD) 09–27 S–100, D–128, 2S–162, 2D–240, 18–36 **H–1A, L–4H**

SERVICE—S2 **FUEL** —(NC–100, A) **IAP**

AIRPORT REMARKS —Attended 1500–0600Z‡. Class I, ARFF Index B. ARFF svc avbl during periods of air carrier ops only. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing, to arpt mgr, Box 55, Kotzebue, AK 99752. Rwy 18–36 acft ops greater than 49′ wingspan approved with PPR fr arpt mgr. Parking area not lighted. No storage. Road 30′ from thld Rwy 09. Large flocks of migratory birds in vicinity during season. No snow removal or deicing between hrs of 0600–1500Z‡. Rwy condition reports will reflect conditions during day ops only 1600–0500Z‡. Snow removal/ice removal and arpt hazardous reporting only performed during duty hrs unless by prior arrangement in writing with arpt management. Uncontrolled vehicle access to Rwy 18–36. Rwy lgts 09–27 and 18–36 extend 30 inches above ground. Twys and ramps have numerous dips and rough surfaces. Gates for blocking vehicle tfc crossing Rwy 09 thld, key CTAF 7 times to lock, key 5 times on 122.65 to unlock. Pilots making ILS or LOC/DME Rwy 09 SIAP are required to lock gates prior to FAF. All other ldg Rwy 09 are requested to lock gates. See section ‘‘C’’ notices for gate control procedures. Beacon oprs by photo electric eye. Photo cell controlled lighted 360′ twr approximately 3 NM southeast (66°50.4′N 162°34.1′W). Arpt sand larger gradation than FAA recommended/see AC150/5200–30. HIRL Rwy 09–27 and MIRL Rwy 18–36 oprs 1600–0900Z‡ other hrs ACTIVATE—CTAF. ACTIVATE REIL and VASI Rwys 09 and 27—CTAF. ①Rwy 09, TCH 39′, GS 3.0°. Rwy 27, TCH 57′, GS 3.5°. ②Rwy 09 and Rwy 27.



WEATHER DATA SOURCES —(ASOS 135.45 907–442–2279) (TWEB HHM 356) (TWEB OTZ 115.7).

COMMUNICATIONS—(CTAF 123.6) (UNICOM 122.8) (ATIS 135.45 Operated by Kotzebue FSS.) **(TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM OTZ OT CTC FAIRBANKS FAI)**

KOTZEBUE RADIO —123.6 122.2 120.3 **(V)** (LAA 123.6)

ANCHORAGE CENTER APP/DEP CON —263.0 119.2

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

KOTZEBUE (H)ABVOR/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 253° 1.4 NM to Fld.120/15E. **TWEB.**

HOTHAM NDB(H–SAB) 356 HHM N66°54.08′ W162°33.86′ 204° 1.3 NM to Fld.163/15E. **TWEB.**

ILS/DME 110.7 I–OTZ Chan 44 Rwy 09.

RADIO/NAV/WEATHER REMARKS —For local call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516. WSO telephone 442–3231.

KOTZEBUE N66°53.14′ W162°32.40′ **NOME**

(H)ABVOR/DME 115.7 OTZ Chan 104 253° 1.4 NM to Ralph Wien Mem.120/15E. **H–1A, L–4F**

TWEB.

LOC/DME I-OTZ	APP CRS	Rwy Idg	5900
110.7	085°	TDZE	13
Chan 44		Apt Elev	14

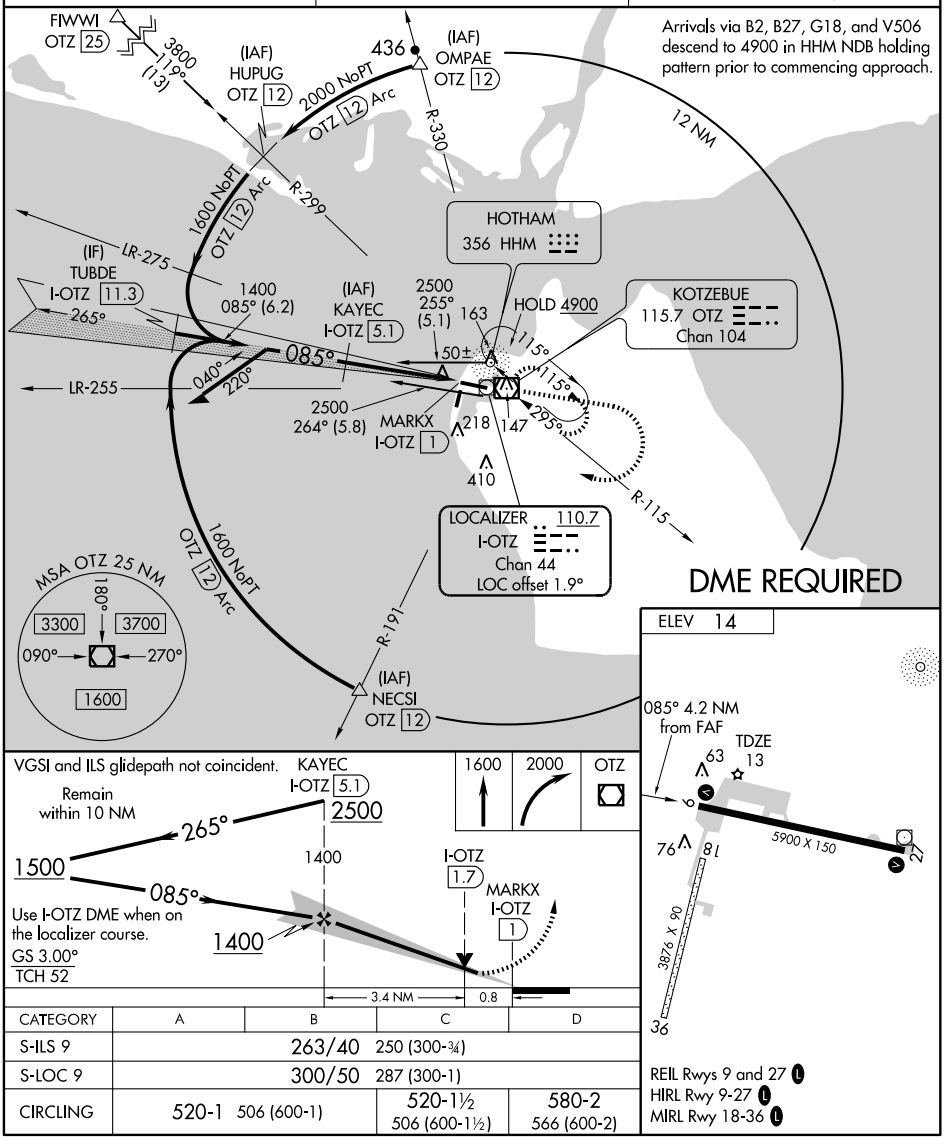
ILS or LOC/DME RWY 9

KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

When local altimeter setting not received use Noatak altimeter setting and increase all DA 107 feet and all MDA 120 feet, increase S-ILS all Cats and S-LOC Cats C and D visibility to RVR 6000, increase circling Cats C and D visibility ¼ mile.
When VGSI inoperative, circling Rwy 27 NA at night.
Pilots are required to activate airport lighting anytime ILS is flown.
VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 9		263/40	250 (300-¾)	
S-LOC 9		300/50	287 (300-1)	
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5900
CH 97714	087°	TDZE	13
W09A		Apt Elev	14

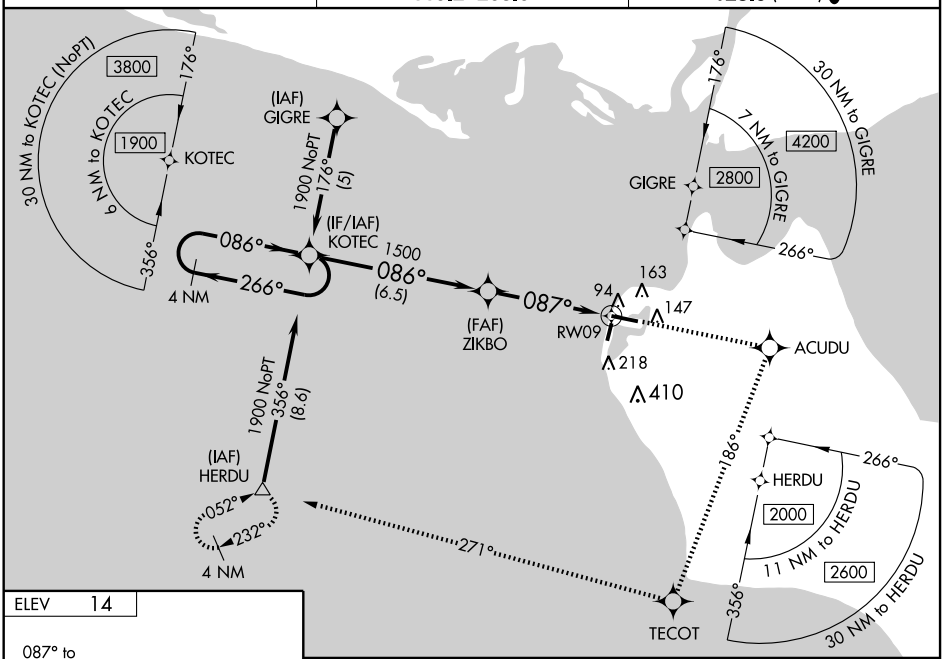
RNAV (GPS) RWY 9

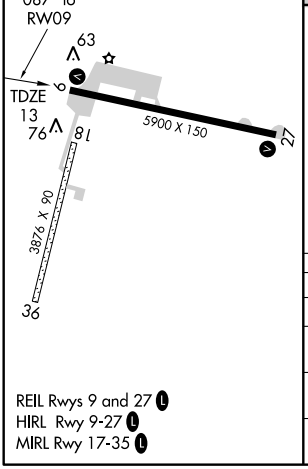
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

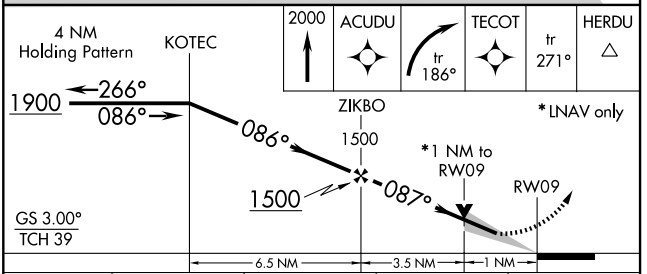
Baro-VNAV NA when using Noatak altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Noatak altimeter setting and increase all DA 107 feet and all MDA 120 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and LNAV and Circling Cats C and D visibility ¼ mile. VDP NA with Noatak altimeter setting.

MISSED APPROACH: Climb to 2000 direct ACUDU and right turn on track 186° to TECOT and track 271° to HERDU and hold.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	213/40 200 (200-¾)			
LNAV/VNAV DA	326/50 313 (400-1)			
LNAV MDA	360/50 347 (400-1)			360/60 347 (400-1¼)
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5900
267°	TDZE	14
	Apt Elev	14

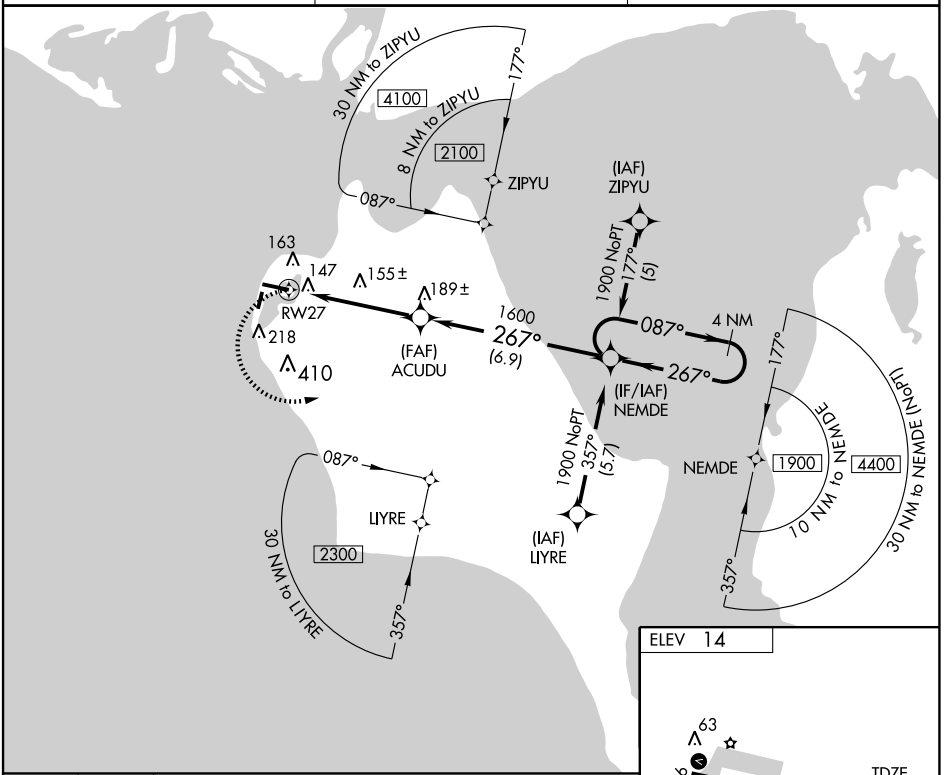
RNAV (GPS) RWY 27

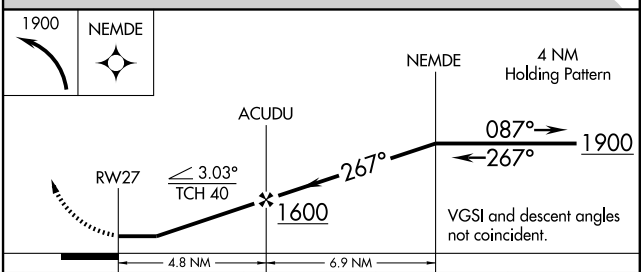
KOTZEBUE/RALPH WIEN MEMORIAL (OTZ)(PAOT)

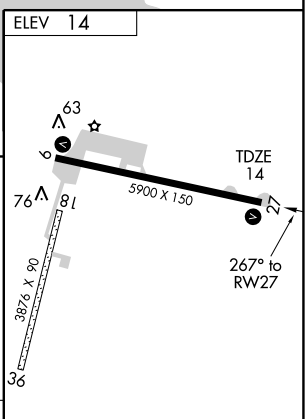
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 1900 direct NEMDE and hold.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1 406 (500-1)		420-1¼ 406 (500-1¼)	
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	083°	TDZE	13
Chan 104		Apt Elev	14

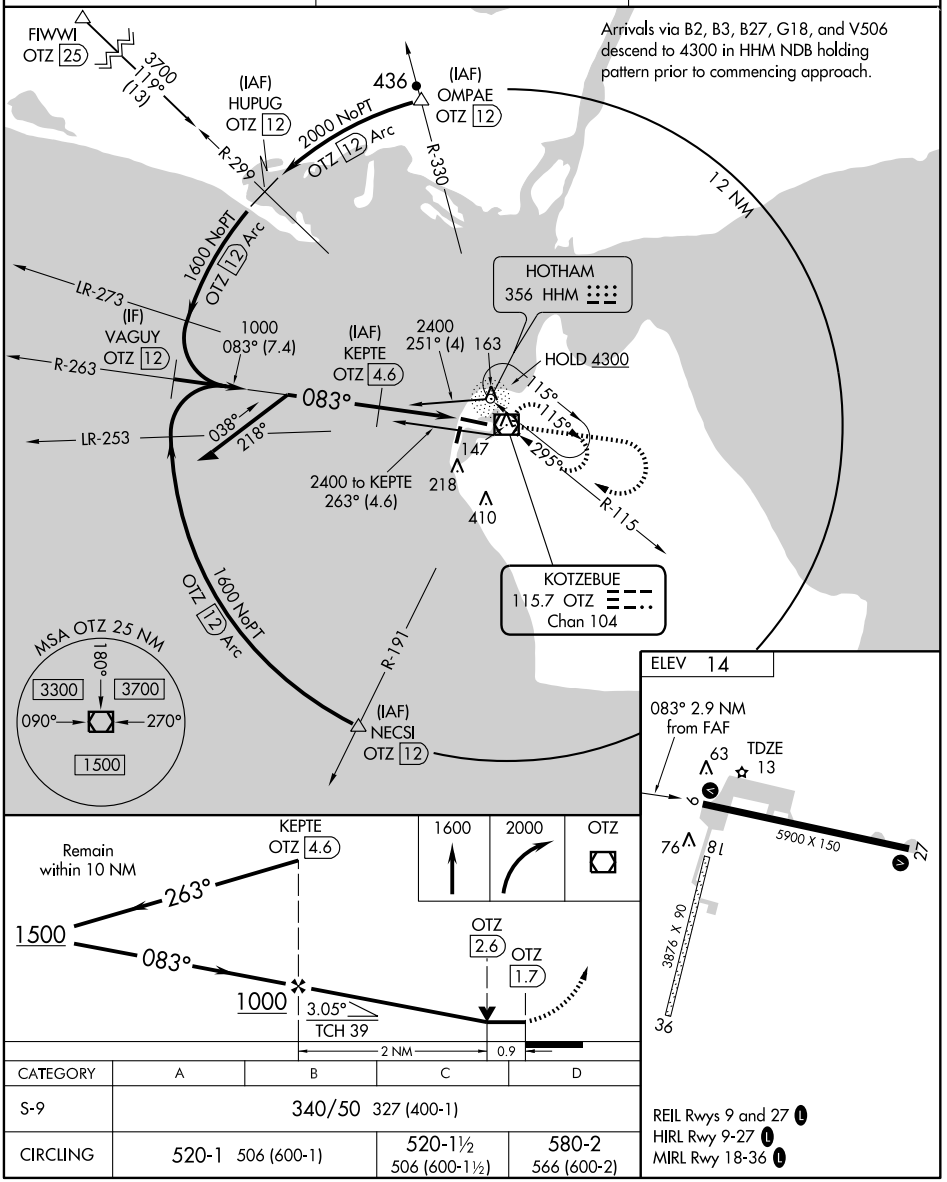
VOR/DME RWY 9

KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-9	340/50 327 (400-1)			
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	274°	TDZE	14
Chan 104		Apt Elev	14

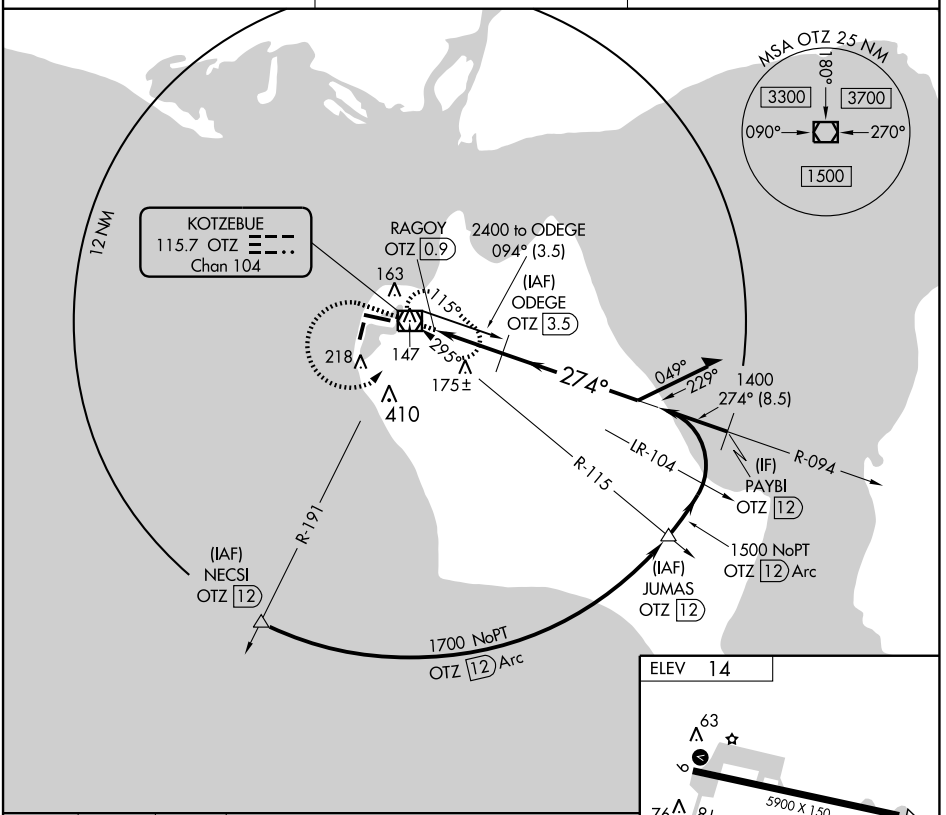
VOR/DME Y RWY 27

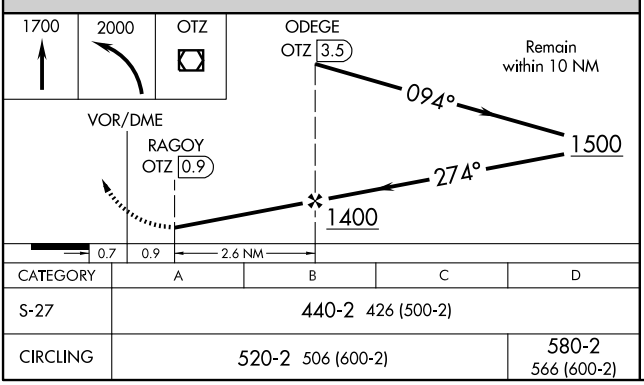
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ)(PAOT)

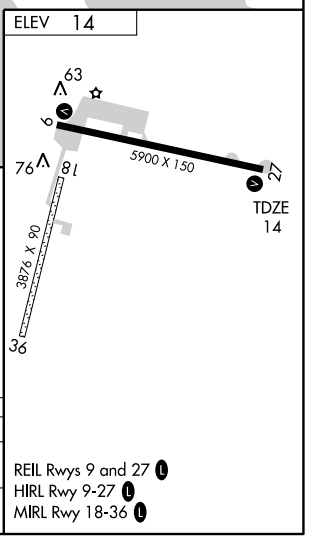
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-27	440-2 426 (500-2)			
CIRCLING	520-2 506 (600-2)			580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	257°	TDZE	14
Chan 104		Apt Elev	14

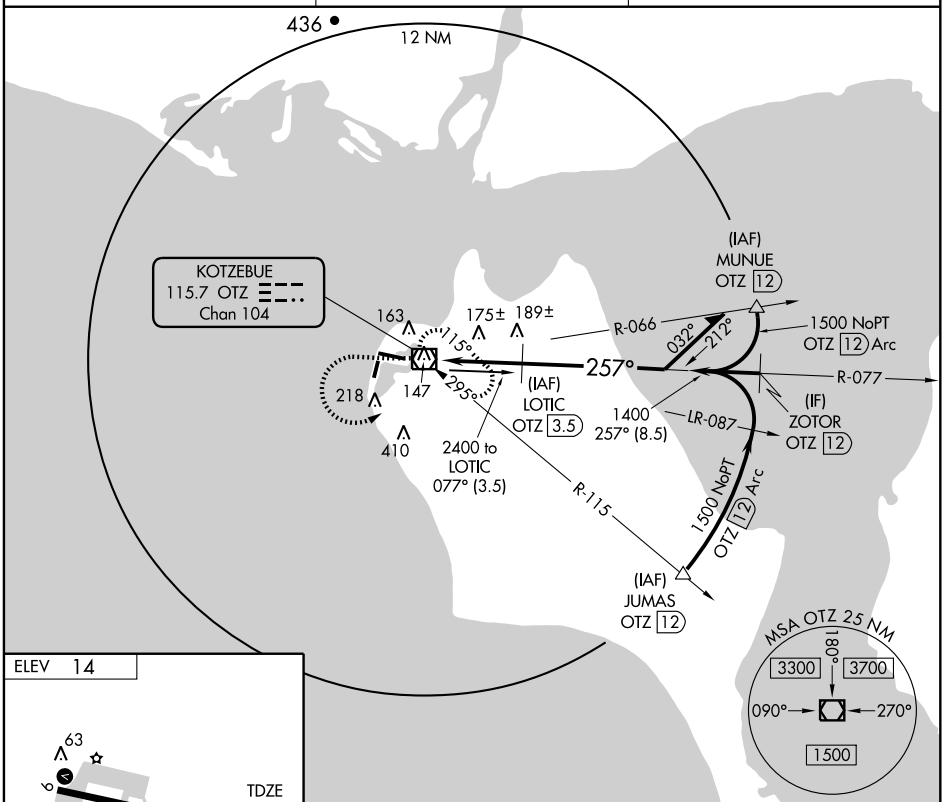
VOR/DME Z RWY 27

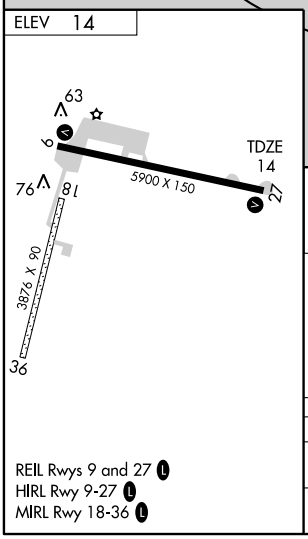
KOTZEBUE/RALPH WIEN MEMORIAL (OTZ)(PAOT)

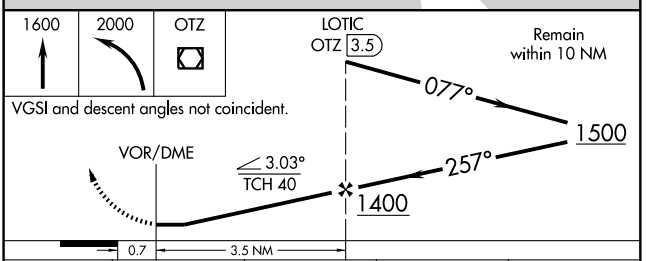
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-27	440-1 426 (500-1)		440-1¼ 426 (500-1¼)	
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	083°	TDZE	13
Chan 104		Apt Elev	14

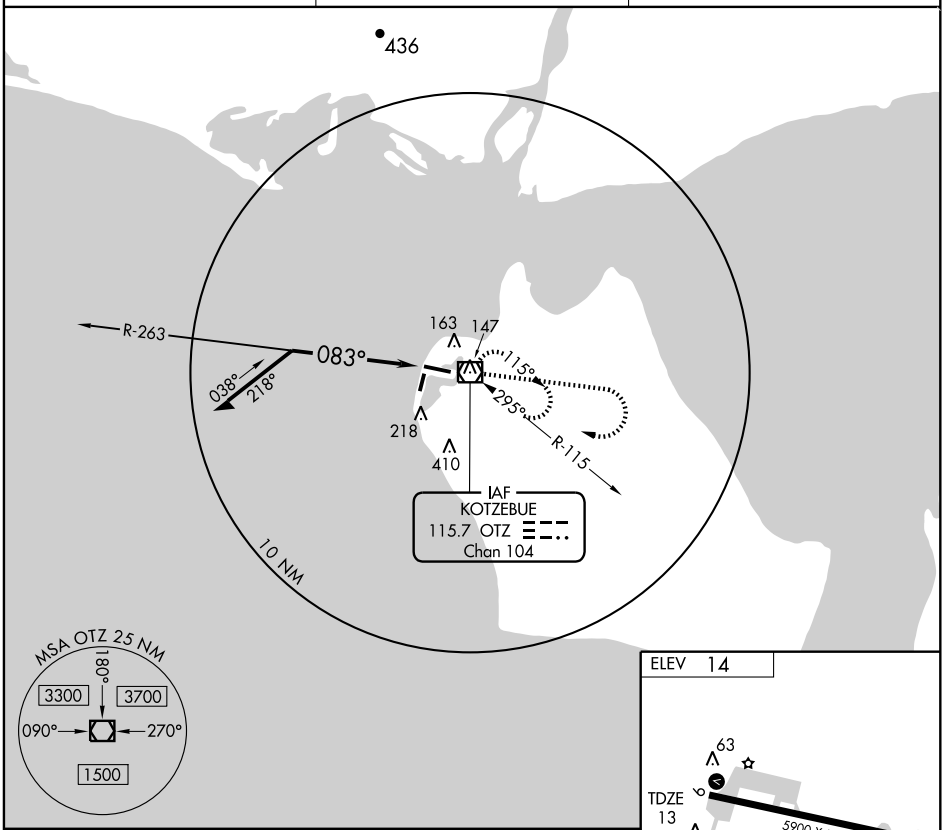
VOR RWY 9

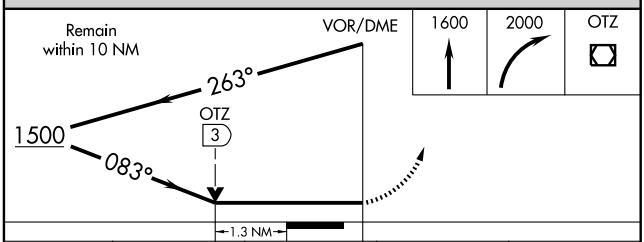
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

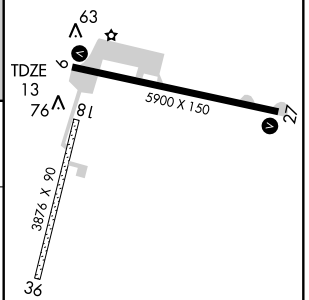
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-9	480/50	467 (500-1)	480/60 467 (500-1¼)	480-1½ 467 (500-1½)
CIRCLING	520-1	506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	257°	TDZE	14
Chan 104		Apt Elev	14

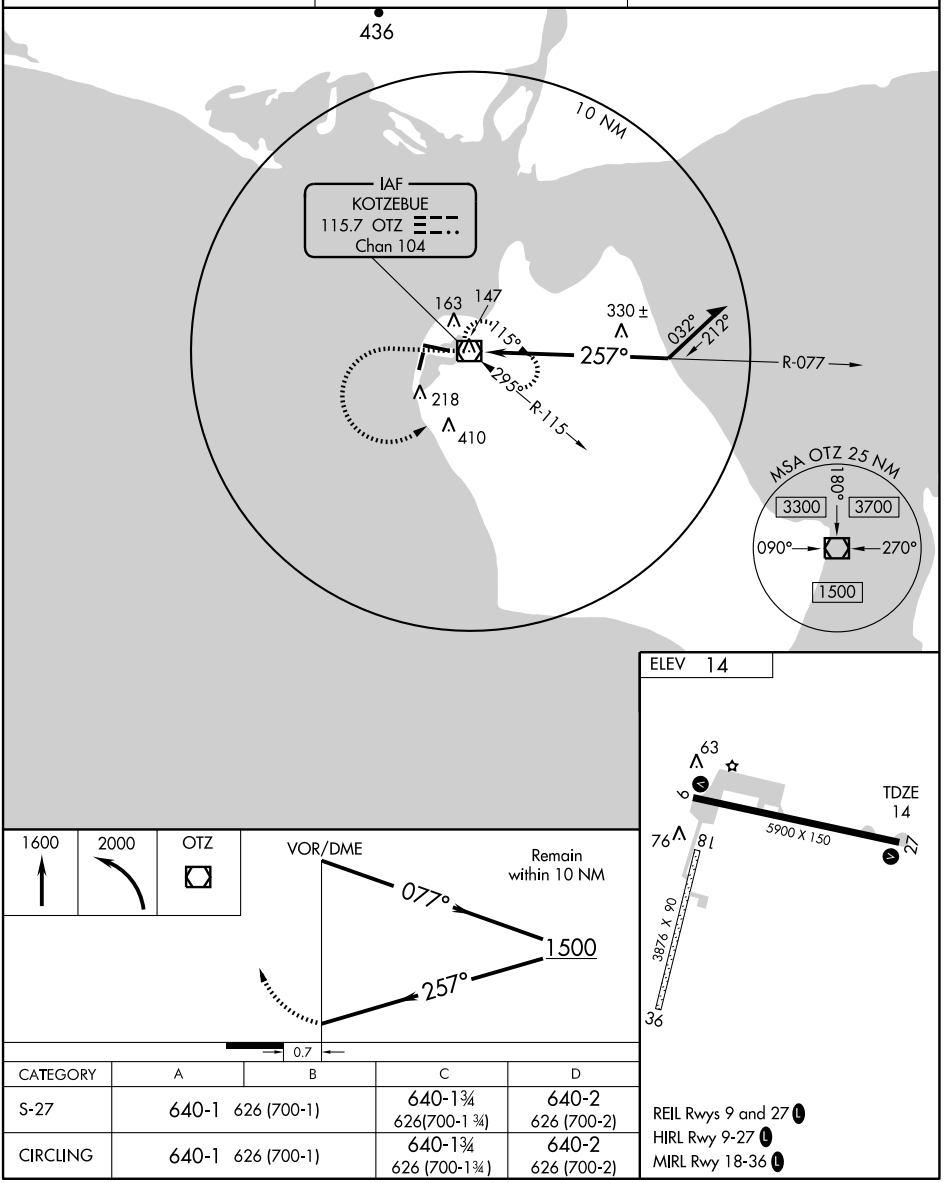
VOR RWY 27

KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ)(PAOT)

If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-27	640-1 626 (700-1)		640-1¾ 626(700-1 ¾)	640-2 626 (700-2)
CIRCLING	640-1 626 (700-1)		640-1¾ 626 (700-1¾)	640-2 626 (700-2)

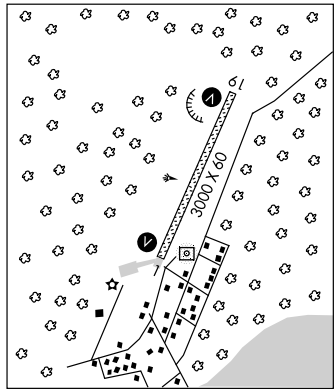
REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 18-36 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **KOYUK ALFRED ADAMS** (KKA) (PAKK) 0 NE N64°56.37′ W161°09.26′ UTC−9(−8DT) **NOME**

P 154 BL4 9① 30(GVL) 01–19 **L–3C, 4I**

AIRPORT REMARKS —Unattended. Turbulence on apch when wind from NW. CAUTION: Rwy condition not monitored recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 01–19, and VASI Rwy 01 and Rwy 19—CTAF. Rwy 19 VASI GS does not meet terrain clnc criteria except within 2½ NM of rwy. ①Rwy 01, TCH 25′. GS 3.0°. Rwy 19, TCH 32′. GS 4.0°. **IAP**



WEATHER DATA SOURCES—(AWOS–3 134.95 907–963–4000) (WX CAM).

COMMUNICATIONS—(CTAF/122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM KKA OT CTC FAIRBANKS FAI)

RCO —122.35 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON—335.5 135.7

RADIO AIDS TO NAVIGATION

NDB (MHW/DME) 299 KKA Chan 83 N64°56.18′ W161°09.31′ At Fld.74/16E. DME channel 83 paired with VHF Freq 113.6. DME located at 64°56.08N 161°08.88W.

DME Unusable:

240°–270° byd 15 NM blw 5,000′

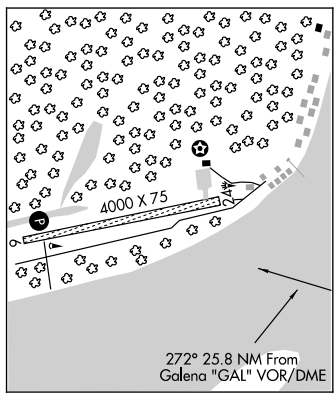
270°–360° byd 9 NM blw 10,000′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **KOYUKUK** (KYU) (PFKU) 0 W N64°52.55′ W157°43.83′ UTC−9(−8DT) **FAIRBANKS**

P 149 BL4, 10①, 12② 40(GVL–DIRT) 06–24 **H–1A, L–3C, 4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Shallow ruts and grass encroachment length of rwy. Rwy 06–24 soft when wet. Snow removal ops dur winter months, monitor CTAF. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06, REIL Rwy 06 and rotating bcn—CTAF. ①Rwy 06. ②Rwy 06, TCH 29, GS 4.0°. **IAP**



COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI—NOTAM FAI)

ANCHORAGE CENTER APP/DEP CON —290.2 127.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

KRUZOF N57°17.00′ W135°43.76′ **JUNEAU**

RCO —122.05 (SITKA FSS). OTS indef. **L–1B**

KUIU N56°36.98′ W134°03.11′ **JUNEAU**

RCO —121.3 (SITKA FSS) **L–1C**

KUKULIAK N63°41.54′ W170°28.20′ **BETHEL**

(H) VORW/DME 117.3 ULL Chan 120 at Savoonga arpt.380/10E. **L–3B, 4H**

VOR/DME unusable

090°–110° byd 30 NM blw 5,000′

110°–140° byd 14 NM blw 8,000′

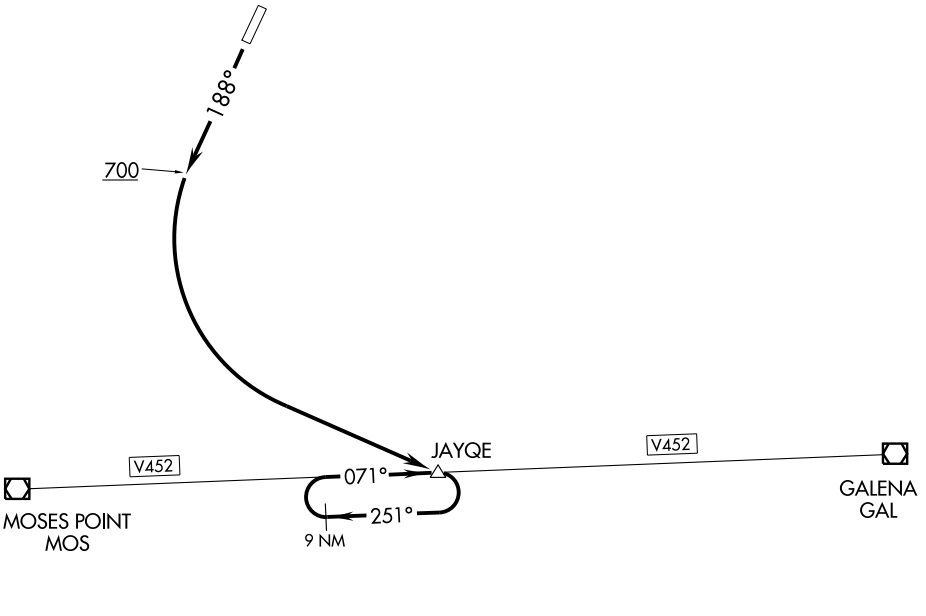
140°–180° byd 14 NM blw 11,500′

180°–225° byd 20 NM blw 8,500′

JAYQE ONE DEPARTURE (RNAV)

KOYUK ALFRED ADAMS (KKA) (PAKK)
KOYUK, ALASKA

ANCHORAGE CENTER
135.7 335.5
NOME RADIO
122.35
AWOS-3 134.95
CTAF 122.8



TAKE-OFF MINIMUMS
Rwy 1: NA- Obstacles.
Rwy 19: Standard.

TAKE-OFF OBSTACLE NOTE
Rwy 19: Multiple trees beginning 35′ from DER, 12′ right of centerline, up to 30′ AGL/279′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb heading 188° to 700, then left turn direct JAYQE, thence . . .
. . . climb in JAYQE holding pattern, to cross JAYQE at or above MEA for route of flight before proceeding on course.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME KKA 299 Chan 83 (113.6)	APP CRS 014°	Rwy Idg 3000 TDZE 154 Apt Elev 154

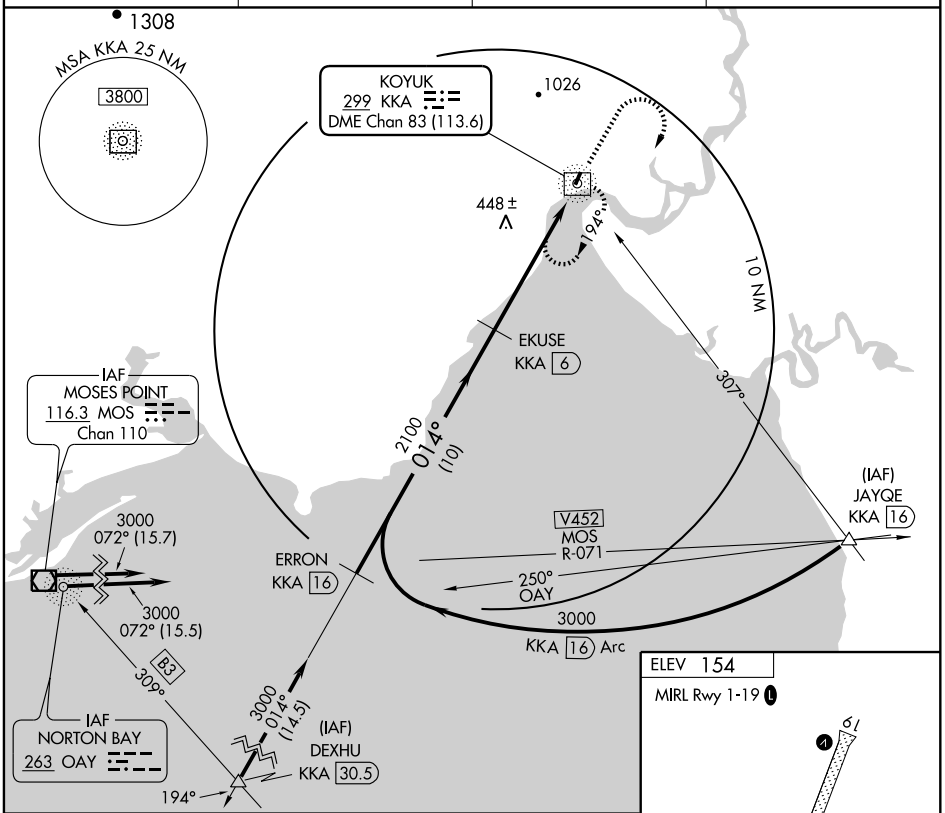
NDB/DME RWY 1

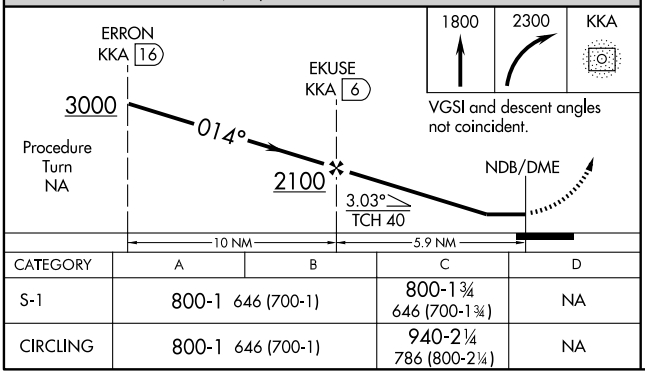
KOYUK ALFRED ADAMS (KKA)(PAKK)

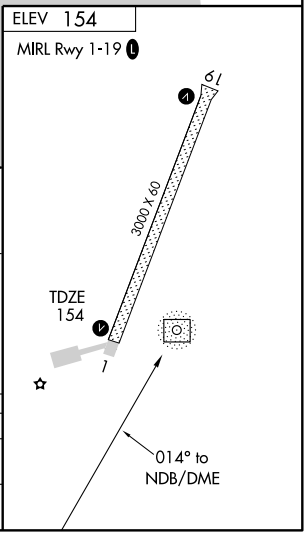
Circling NA west of Rwy 1-19.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct KKA NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
134.95	135.7 335.5	122.35	122.8 (L)







CATEGORY	A	B	C	D
S-1	800-1 646 (700-1)		800-1¾ 646 (700-1¾)	NA
CIRCLING	800-1 646 (700-1)		940-2¼ 786 (800-2¼)	NA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME KKA 299 Chan 83 (113.6)	APP CRS 014°	Rwy Idg 3000 TDZE 154 Apt Elev 154

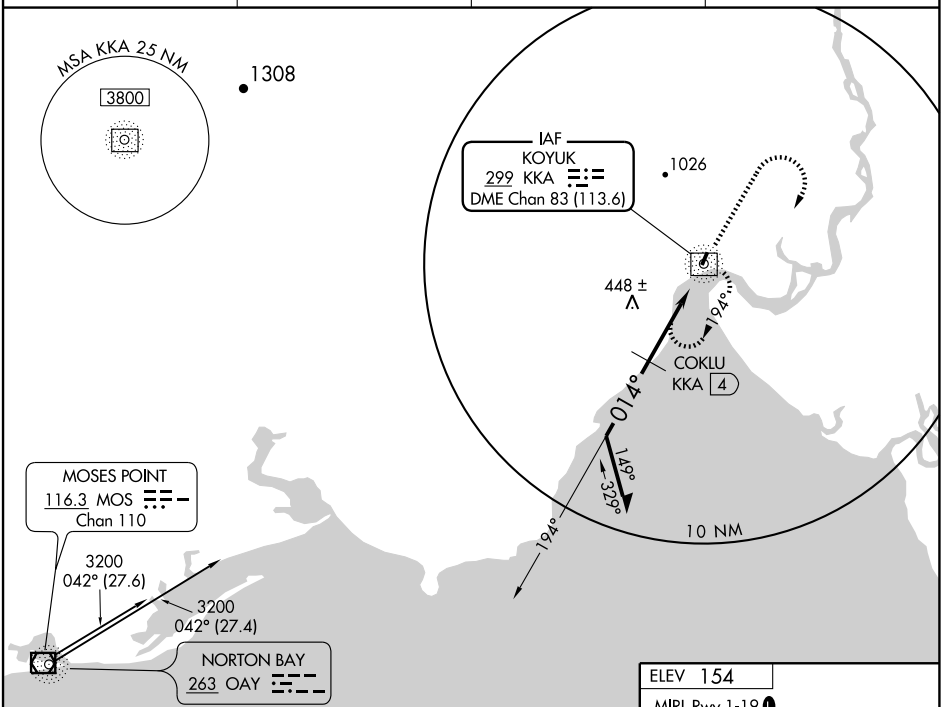
NDB RWY 1

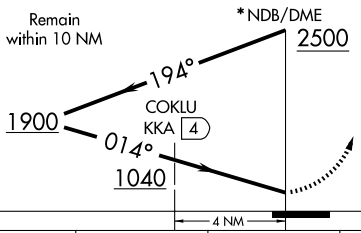
KOYUK ALFRED ADAMS (KKA)(PAKK)

Circling NA west of Rwy 1-19.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct KKA NDB/DME and hold.

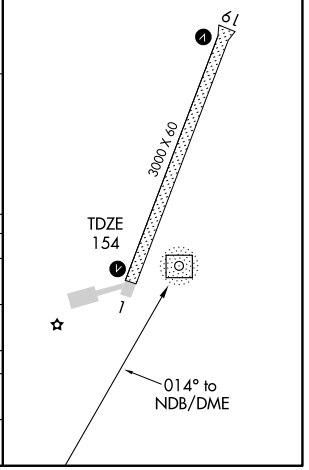
AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
134.95	135.7 335.5	122.35	122.8 L





1800	2500	KKA

*Maximum entry altitude 6000



CATEGORY	A	B	C	D
S-1	1040-1¼	886 (900-1¼)	1040-2¾ 886 (900-2¾)	NA
CIRCLING	1040-1¼	886 (900-1¼)	1040-2¾ 886 (900-2¾)	NA
COKLU FIX MINIMUMS				
S-1	800-1	646 (700-1)	800-1¾ 646 (700-1¾)	NA
CIRCLING	800-1	646 (700-1)	940-2¼ 786 (800-2¼)	NA

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
008°	TDZE	154
	Apt Elev	154

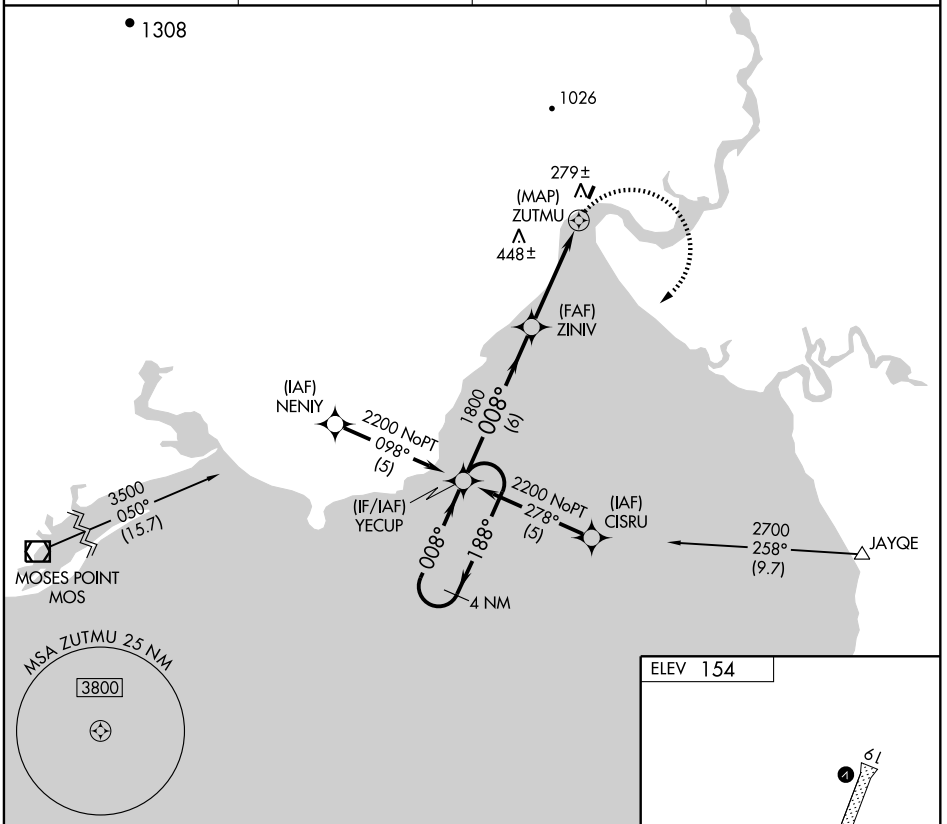
RNAV (GPS) RWY 1

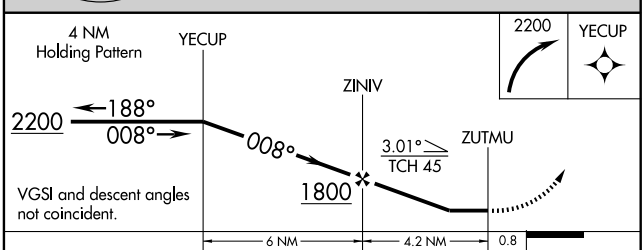
KOYUK ALFRED ADAMS (KKA)(PAKK)

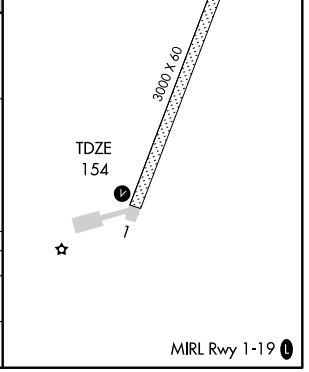
Circling NA west of Rwy 1-19.
When VGSI inoperative, procedure NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct YECUP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
134.95	135.7 335.5	122.35	122.8 (L)







CATEGORY	A	B	C	D
LNAV MDA	580-1 426 (500-1)		580-1¼ 426 (500-1¼)	NA
CIRCLING	680-1 526 (600-1)	780-1 626 (700-1)	940-2¼ 786 (800-2¼)	NA

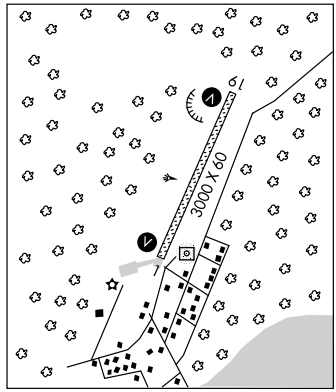
MIRL Rwy 1-19 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **KOYUK ALFRED ADAMS** (KKA) (PAKK) 0 NE N64°56.37′ W161°09.26′ UTC−9(−8DT) **NOME**

P 154 BL4 9① 30(GVL) 01–19 **L–3C, 4I**

AIRPORT REMARKS —Unattended. Turbulence on apch when wind from NW. CAUTION: Rwy condition not monitored recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 01–19, and VASI Rwy 01 and Rwy 19—CTAF. Rwy 19 VASI GS does not meet terrain clnc criteria except within 2½ NM of rwy. ①Rwy 01, TCH 25′. GS 3.0°. Rwy 19, TCH 32′. GS 4.0°. **IAP**



WEATHER DATA SOURCES—(AWOS–3 134.95 907–963–4000) (WX CAM).

COMMUNICATIONS—(CTAF/122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM KKA OT CTC FAIRBANKS FAI)

RCO —122.35 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON—335.5 135.7

RADIO AIDS TO NAVIGATION

NDB (MHW/DME) 299 KKA Chan 83 N64°56.18′ W161°09.31′ At Fld.74/16E. DME channel 83 paired with VHF Freq 113.6. DME located at 64°56.08N 161°08.88W.

DME Unusable:

240°–270° byd 15 NM blw 5,000′

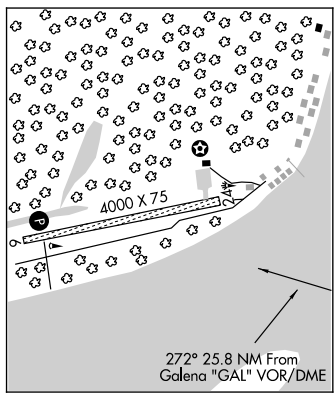
270°–360° byd 9 NM blw 10,000′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **KOYUKUK** (KYU) (PFKU) 0 W N64°52.55′ W157°43.83′ UTC−9(−8DT) **FAIRBANKS**

P 149 BL4, 10①, 12② 40(GVL–DIRT) 06–24 **H–1A, L–3C, 4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Shallow ruts and grass encroachment length of rwy. Rwy 06–24 soft when wet. Snow removal ops dur winter months, monitor CTAF. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06, REIL Rwy 06 and rotating bcn—CTAF. ①Rwy 06. ②Rwy 06, TCH 29, GS 4.0°. **IAP**



COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI—NOTAM FAI)

ANCHORAGE CENTER APP/DEP CON —290.2 127.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

KRUZOF N57°17.00′ W135°43.76′ **JUNEAU**

RCO —122.05 (SITKA FSS). OTS indef. **L–1B**

KUIU N56°36.98′ W134°03.11′ **JUNEAU**

RCO —121.3 (SITKA FSS) **L–1C**

KUKULIAK N63°41.54′ W170°28.20′ **BETHEL**

(H) VORW/DME 117.3 ULL Chan 120 at Savoonga arpt.380/10E. **L–3B, 4H**

VOR/DME unusable

090°–110° byd 30 NM blw 5,000′

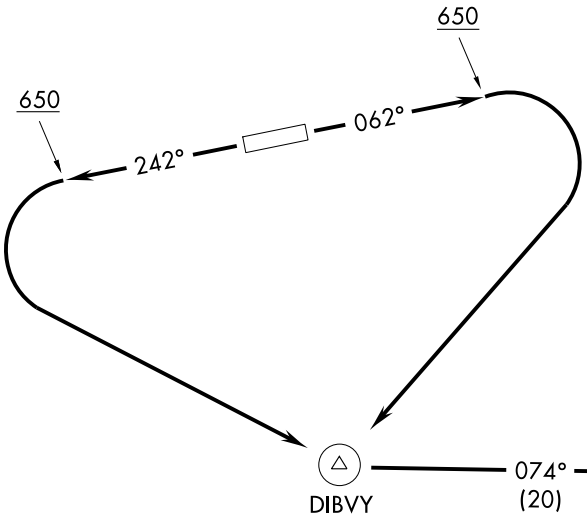
110°–140° byd 14 NM blw 8,000′

140°–180° byd 14 NM blw 11,500′

180°–225° byd 20 NM blw 8,500′

DIBVY ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
127.0 290.2
CTAF
122.9



TAKE-OFF MINIMUMS:
Rwy 6, 24: Standard.

NOTES: GPS required.
RNAV 1.

TAKE-OFF OBSTACLE NOTES:
Rwy 6: Numerous trees beginning 243′ from DER, 78′ right of centerline, 50′ AGL / 181′ MSL. Numerous trees beginning 1014′ from DER, 491′ left of centerline, 50′ AGL / 206′ MSL. OL on WSK, 124′ from DER, 439′ left of centerline, 17′ AGL / 165′ MSL.
Rwy 24: Numerous trees beginning 1914′ from DER, 86′ right of centerline, 50′ AGL / 240′ MSL. Numerous trees beginning 224′ from DER, 367′ left of centerline, 50′ AGL / 191′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 062° to 650 then climbing right turn to 6000 direct DIBVY, and via 074° track to GAL VOR/DME thence . . . .

TAKEOFF RWY 24: Climb heading 242° to 650 then climbing left turn to 6000 direct DIBVY, and via 074° track to GAL VOR/DME thence . . . .

. . . via filed route and altitude.

WAAS	APP CRS	Rwy Idg	4000
CH 42714	062°	TDZE	149
W06A		Apt Elev	149

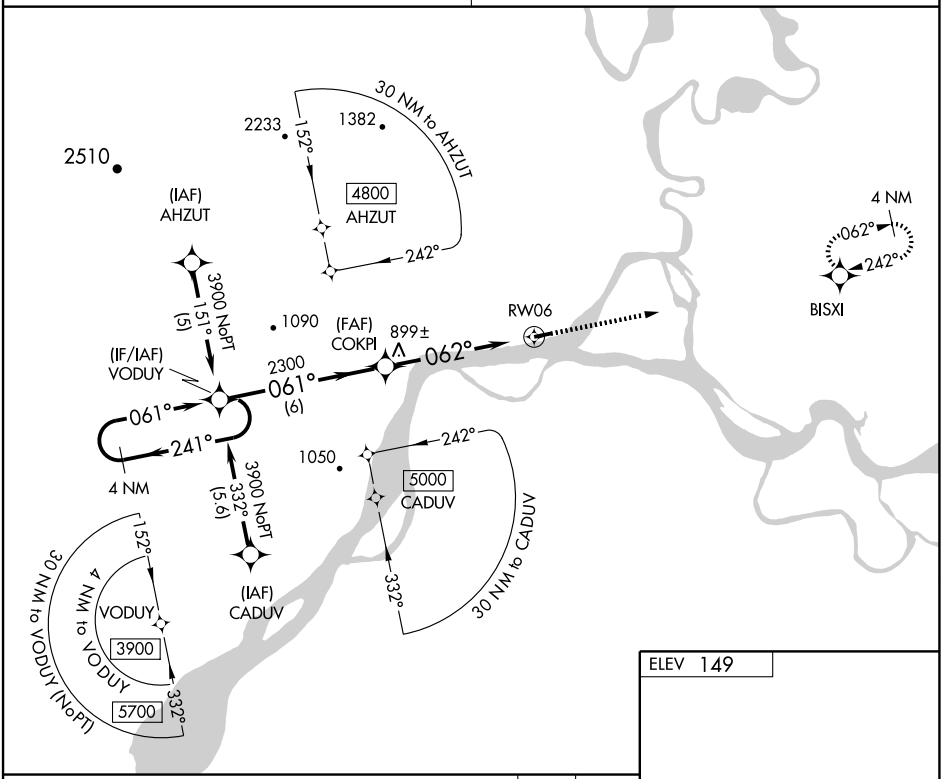
RNAV (GPS) RWY 6

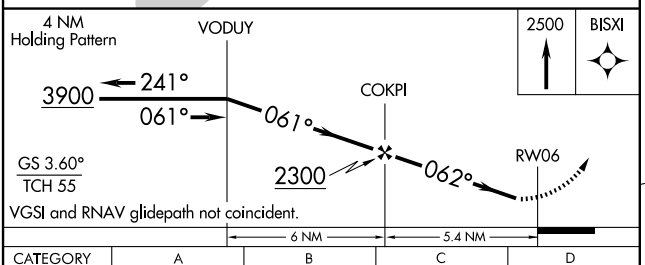
KOYUKUK (KYU) (PFKU)

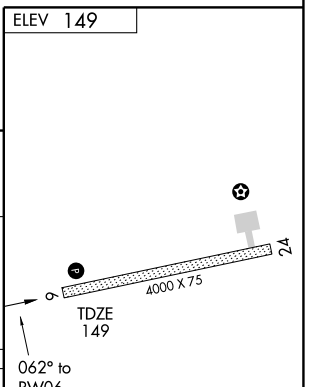
DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Galena altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 2500 direct BISXI and hold.

ANCHORAGE CENTER	CTAF
127.0 290.2	122.9 L







CATEGORY	A	B	C	D
LPV DA	567-1¼ 418 (500-1¼)			NA
LNAV MDA	1220-1¼ 1071 (1100-1¼)	1220-1½ 1071 (1100-1½)	1220-3 1071 (1100-3)	NA
CIRCLING	1220-1¼ 1071 (1100-1¼)	1220-1½ 1071 (1100-1½)	1220-3 1071 (1100-3)	NA

REIL RWY 6 L
MIRL RWY 6-24 L

WAAS	APP CRS	Rwy Idg	4000
CH 99314	242°	TDZE	149
W24A		Apt Elev	149

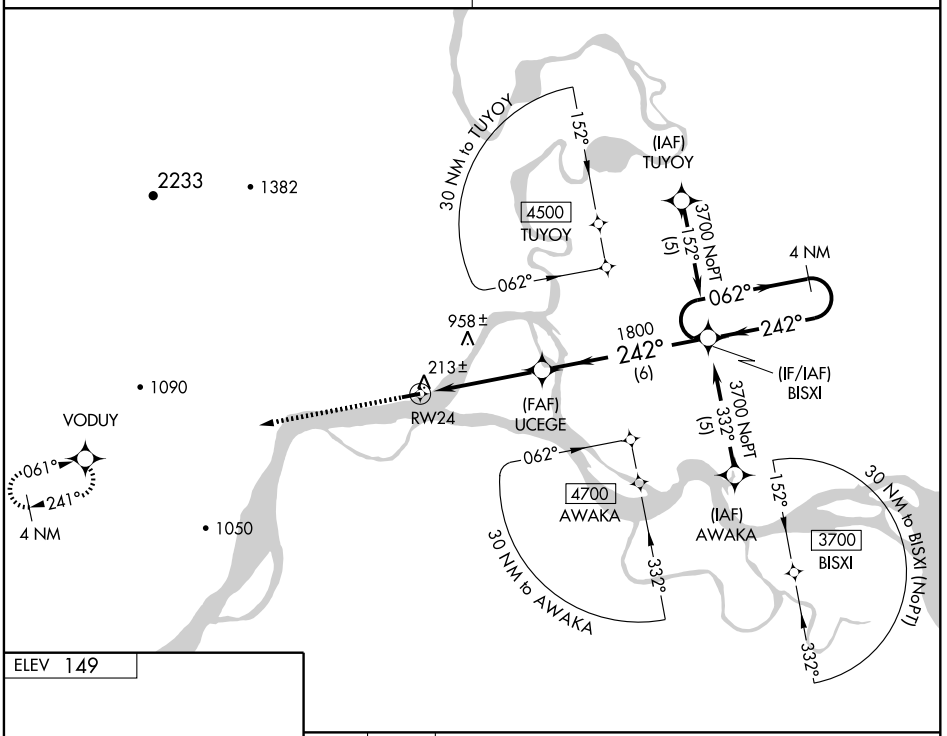
RNAV (GPS) RWY 24

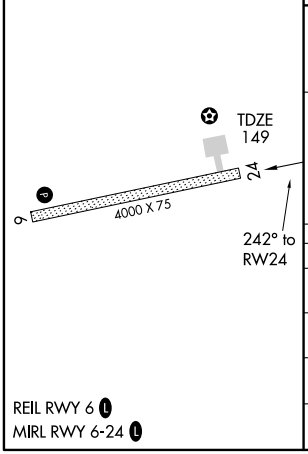
KOYUKUK (KYU) (PFKU)

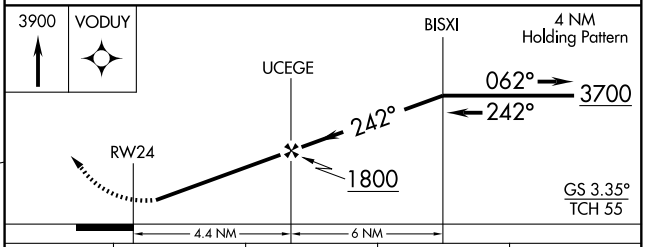
Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Galena altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 3900 direct VODUY and hold, continue climb-in-hold to 3900.

ANCHORAGE CENTER	CTAF
127.0 290.2	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	472-1 323 (400-1)			NA
LNAV/VNAV DA	525-1¼ 376 (400-1¼)			NA
LNAV MDA	1060-1¼ 911 (1000-1¼)		1060-2¾ 911 (1000-2¾)	NA
CIRCLING	1060-1¼ 911 (1000-1¼)		1060-2¾ 911 (1000-2¾)	NA

REIL RWY 6 (L)
MIRL RWY 6-24 (L)

AK, 23 SEP 2010 to 18 NOV 2010

§ **KVICHAK (DIAMOND J)** (9Z7) 0 S N58°57.76′ W156°55.93′ UTC−9(−8DT) **KODIAK**

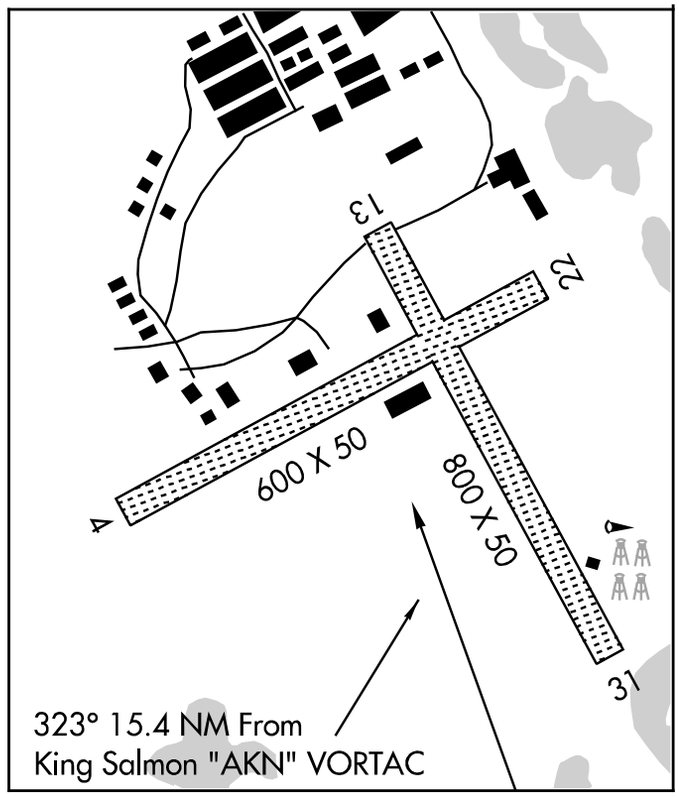
25 8(DIRT) 13–31, 04–22

AIRPORT REMARKS —Unattended. Not recommended for transient acft. No line of sight between rwys, land Rwy 13 only. 200′ unusable on Rwy 04 end. All rwys soft. All rwys brush up to 15′ high.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM AKN)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **KWETHLUK** (KWT) (PFKW) 1 SSW N60°47.42′ W161°26.62′ UTC−9(−8DT) **McGRATH**

P 25 BL4, 10, 12① 32(GVL) 18–36 **L–3C**

IAP

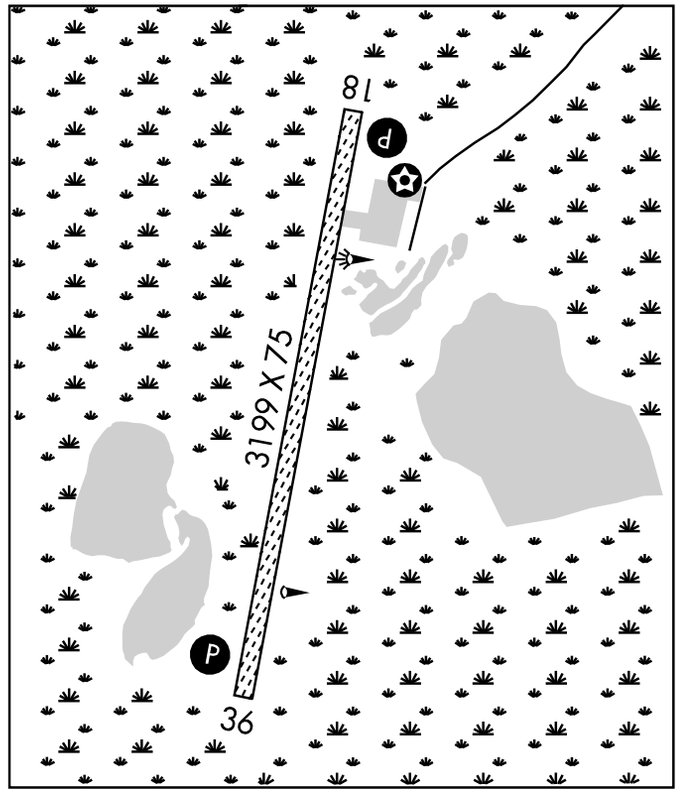
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Heaves, ruts and erosion channels along rwy sfc. PAPI Rwy 18 and Rwy 36 OTS indef. ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and Rwy 36 and rotating beacon—CTAF. ①Rwy 18, TCH 27′. GS 3.0°. Rwy 36, TCH 28′. GS 3.2°.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

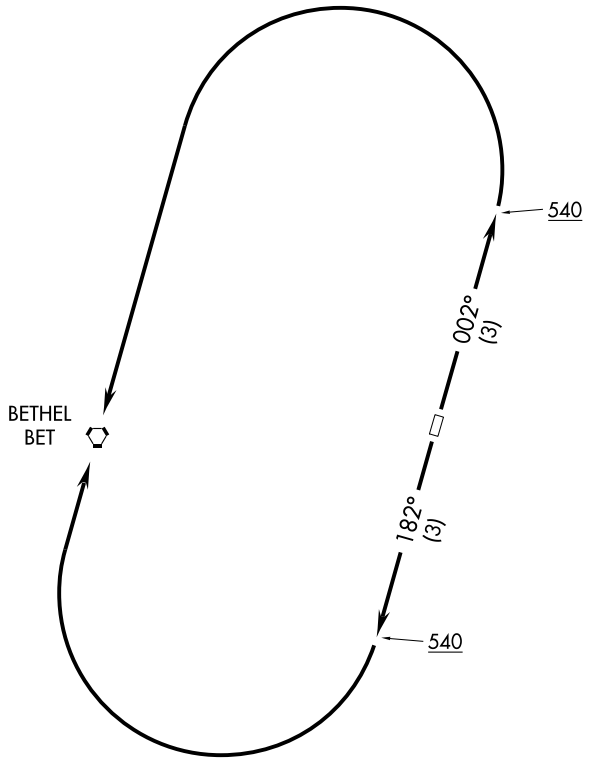
ANCHORAGE CENTER APP/DEP CON —372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



BETHEL ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
125.2 372.0
BETHEL ASOS 119.8
CTAF 122.9



TAKE-OFF MINIMUMS:
Rwy 36: Standard.
Rwy 18: 400-2 or standard with
minimum climb of 240 feet per NM to 500'.

TAKE-OFF OBSTACLE NOTES:
Rwy 18: Trees and terrain beginning 292' from DER, 373' right of centerline, up to 35' AGL / 63' MSL.
Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL / 134' MSL.
Rwy 36: Trees beginning 95' from DER, 491' left of centerline, up to 35' AGL / 84' MSL.
Trees beginning 203' from DER, 396' right of centerline, up to 18' AGL / 42' MSL.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 36: Climb heading 002° to 540 then left turn direct BET VORTAC, thence . . .
TAKE-OFF RUNWAY 18: Climb heading 182° to 540 then right turn direct BET VORTAC, thence . . .
. . . maintain 2500 or ATC assigned altitude.

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3199
CH 63208	182°	TDZE	25
W18A		Apt Elev	25

RNAV (GPS) RWY 18

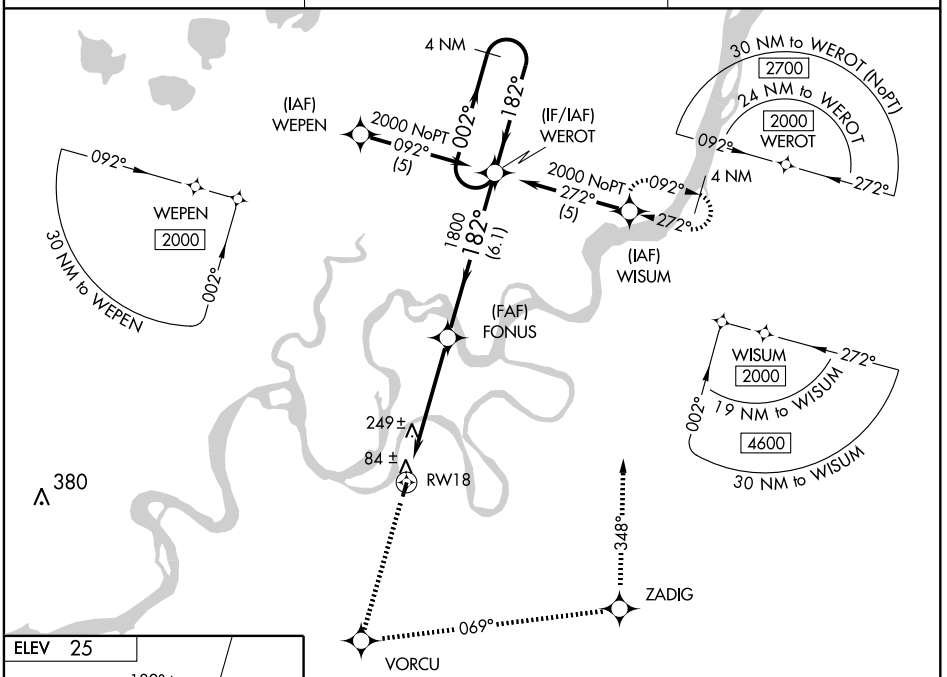
KWETHLUK (KWT) (PFKW)

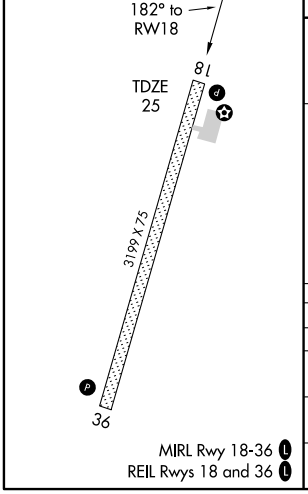
T
A NA
W

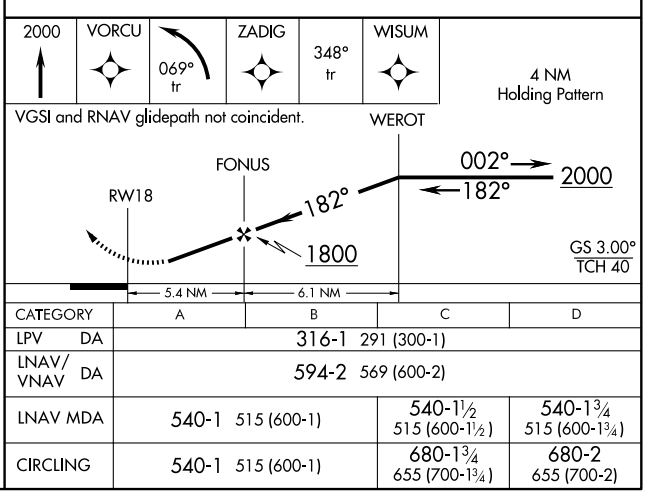
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct VORCU and left turn via 069° track to ZADIG and via 348° track to WISUM and hold.

BETHEL ASOS	ANCHORAGE CENTER	CTAF
119.8	125.2 372.0	122.9 L







CATEGORY	A	B	C	D
LPV DA	316-1 291 (300-1)			
LNAV/VNAV DA	594-2 569 (600-2)			
LNAV MDA	540-1 515 (600-1)		540-1½ 515 (600-1½)	540-1¾ 515 (600-1¾)
CIRCLING	540-1 515 (600-1)		680-1¾ 655 (700-1¾)	680-2 655 (700-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3199
CH 97508	002°	TDZE	25
W36A		Apt Elev	25

RNAV (GPS) RWY 36

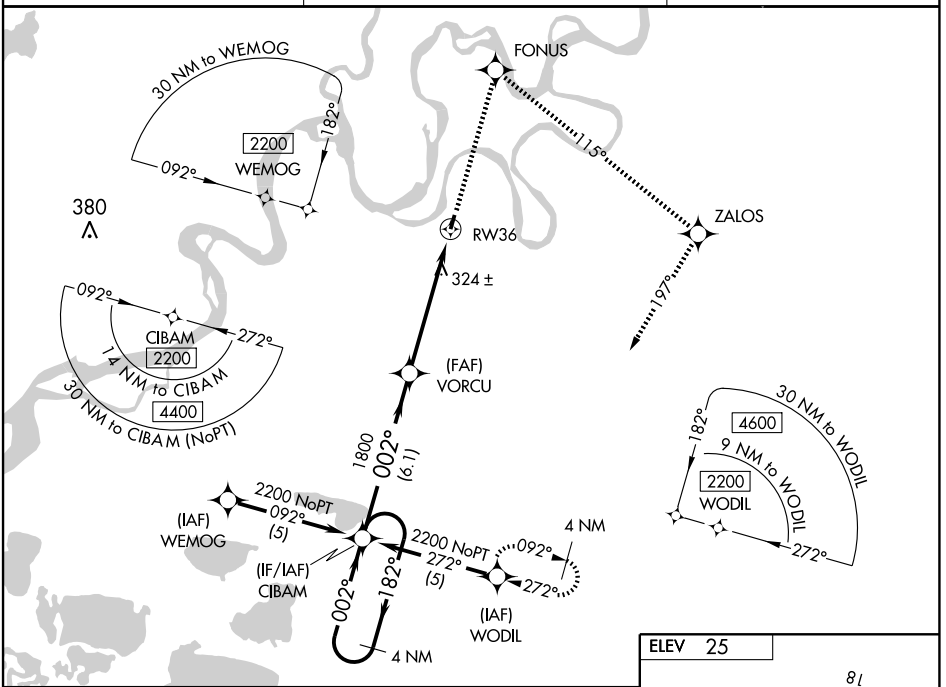
KWETHLUK (KWT) (PFKW)

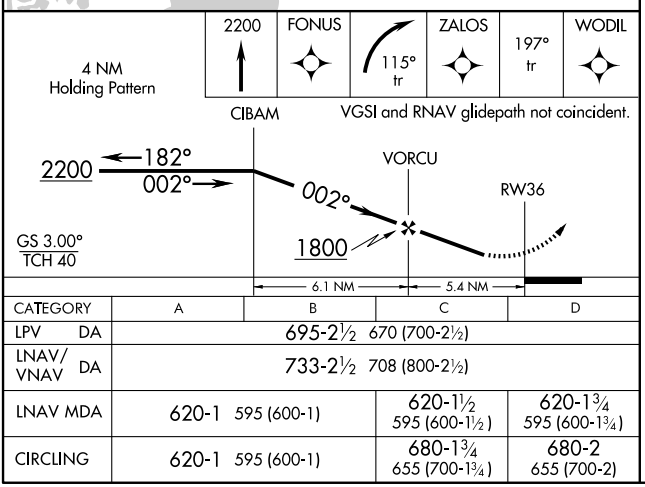
T
A NA
W

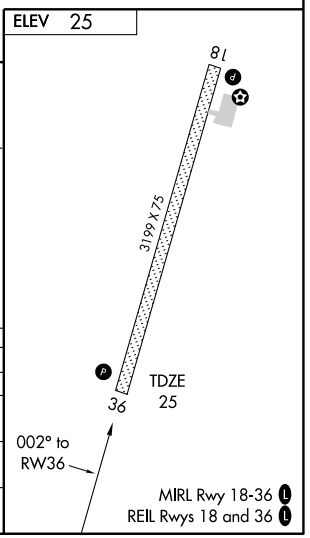
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2200 direct FONUS and right turn via 115° track to ZALOS and via 197° track to WODIL and hold.

BETHEL ASOS	ANCHORAGE CENTER	CTAF
119.8	125.2 372.0	122.9 L





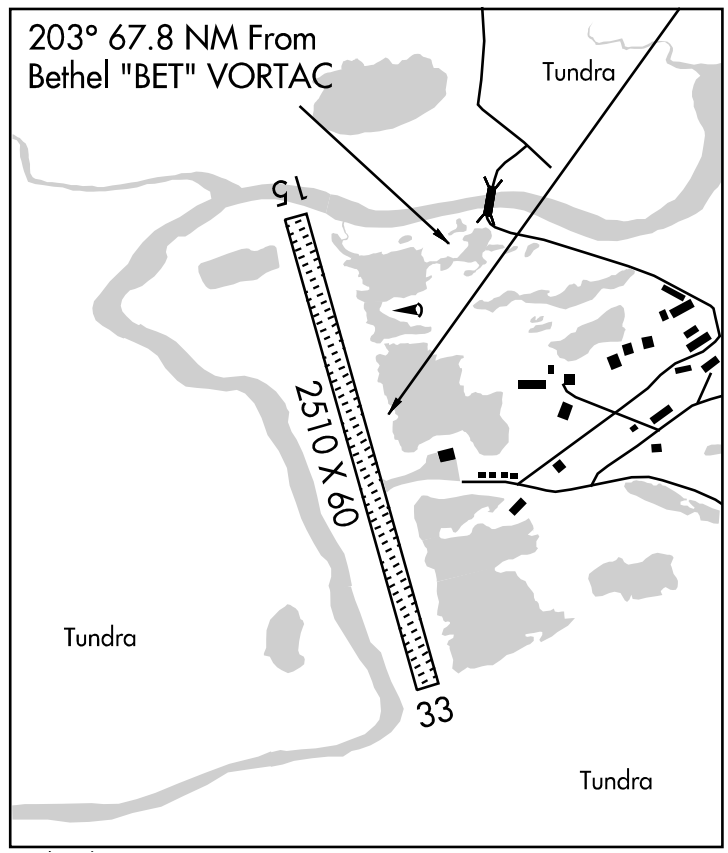


CATEGORY	A	B	C	D
LPV DA	695-2½ 670 (700-2½)			
LNAV/VNAV DA	733-2½ 708 (800-2½)			
LNAV MDA	620-1 595 (600-1)		620-1½ 595 (600-1½)	620-1¾ 595 (600-1¾)
CIRCLING	620-1 595 (600-1)		680-1¾ 655 (700-1¾)	680-2 655 (700-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **KWIGILLINGOK** (GGV) (PAGG) 1 NW N59°52.59′ W163°10.11′ UTC−9(−8DT) **BETHEL**
P 18 25(DIRT) 15–33 **L–3C**
IAP

AIRPORT REMARKS —Unattended. Night operations prohibited, except rotary wing acft. Rwy condition not monitored, recommend visual inspection prior to using. Safety areas eroded and soft. Windsock unreliable. Segmented circle deteriorated—unusable. Rwy 15–33 dips, swells, pot holes, and ruts entire length of rwy. Rwy 15–33 marked with cones and markers, most missing and one thld panel Rwy 33. Portable rwy lights avbl for emergency use only. Ctc village police safety officer.



WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KENAI ENA–NOTAM BET)

ANCHORAGE CENTER APP/DEP CON —372.2 251.1 125.2 124.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **KWIGILLINGOK SEAPLANE** (KWK) 0 S N59°50.20′ W163°08.42′ UTC−9(−8DT) **BETHEL**
0 –20 NW–SE

SEAPLANE REMARKS —Unattended. No svc or facilities of any type. Beaching area on river bank adjacent to village. Night operations prohibited, except rotary wing acft. Operating area in Kwigillingok River.

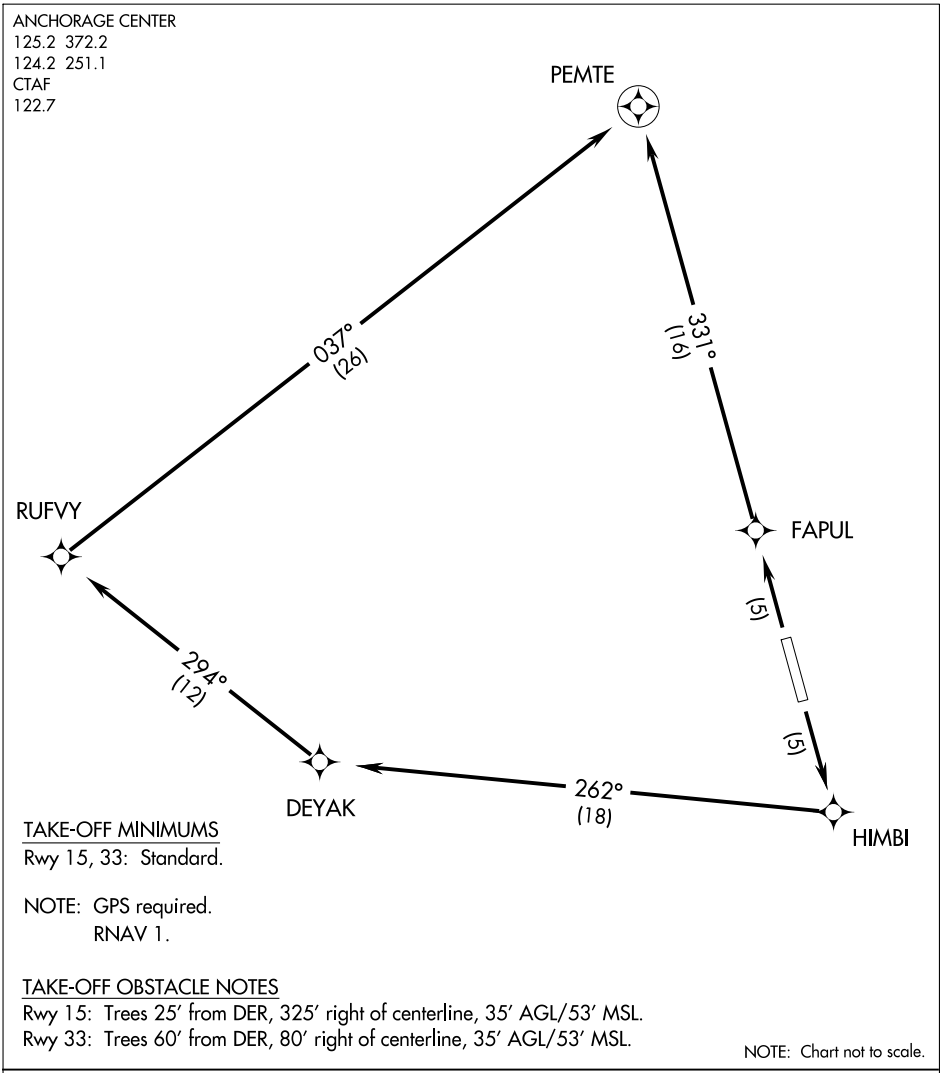
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

LABERGE YT N60°56.93′ W135°08.27′ **WHITEHORSE**
NDB(MHW) 236 JB 147° 14.6 NM to Whitehorse Intl/25E. **L–1B**

LACOMAS WA N47°00.48′ W122°33.39′ **SEATTLE**
NDB(MHW) 328 LAC 329° 4.4 NM to Gray AAF (Joint Base Lewis–McChord).101/18E. Umnto holidays.

PEMTE ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.

NOTE: GPS required.
RNAV 1.

TAKE-OFF OBSTACLE NOTES
Rwy 15: Trees 25′ from DER, 325′ right of centerline, 35′ AGL/53′ MSL.
Rwy 33: Trees 60′ from DER, 80′ right of centerline, 35′ AGL/53′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb to 3000 or ATC assigned altitude direct HIMBI, and right turn via track 262° to DEYAK, and via track 294° to RUFVY, and via track 037° to PEMTE.
TAKE-OFF RWY 33: Climb to 3000 or ATC assigned altitude direct FAPUL and via track 331° to PEMTE.

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

KWIGILLINGOK (GGV)(PAGG)

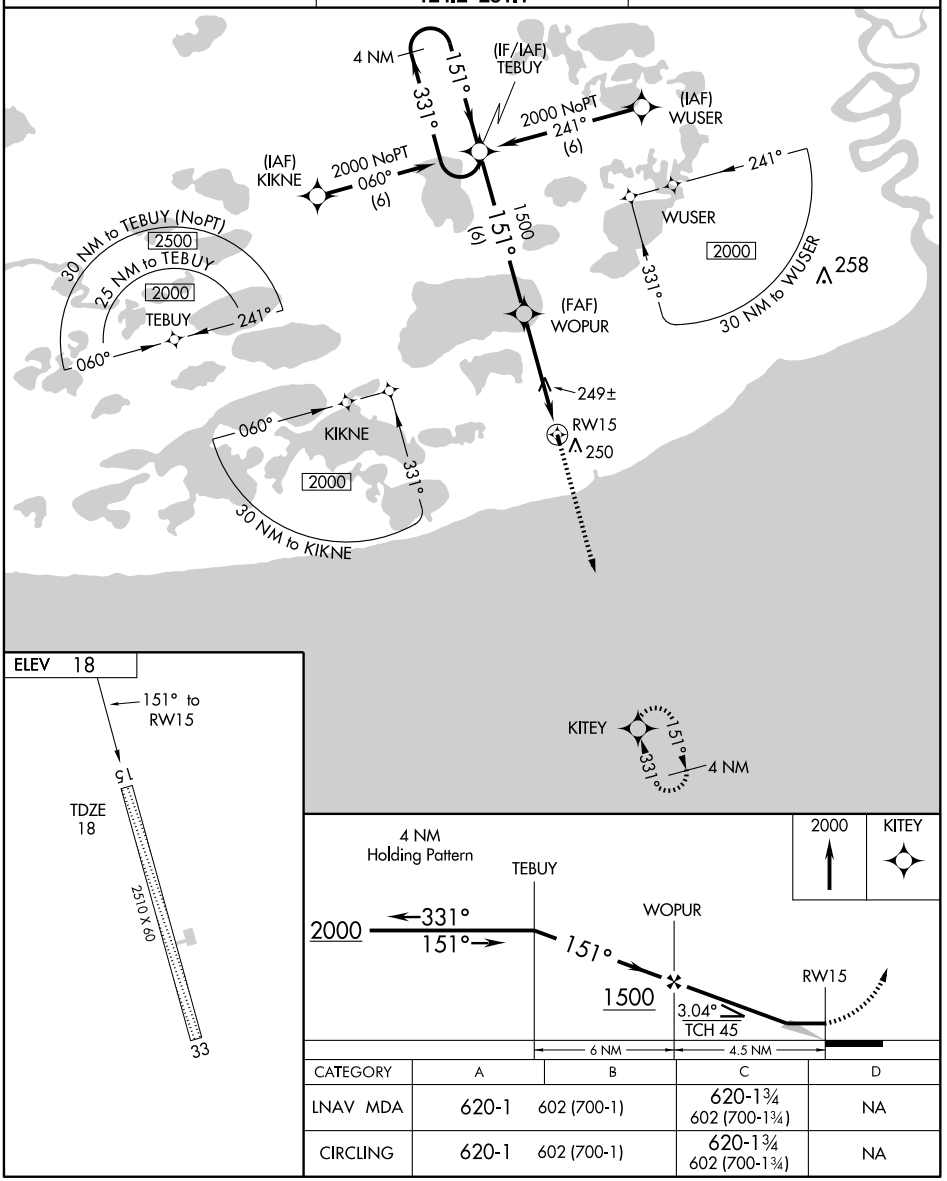
APP CRS	Rwy Idg	2510
151°	TDZE	18
	Apt Elev	18

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

NA Use Kipnuk altimeter setting.

MISSED APPROACH: Climb to 2000 direct KITEY and hold.

KIPNUK ASOS	ANCHORAGE CENTER	CTAF
118.325	125.2 372.2 124.2 251.1	122.7



CATEGORY	A	B	C	D
LNAV MDA	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	NA
CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

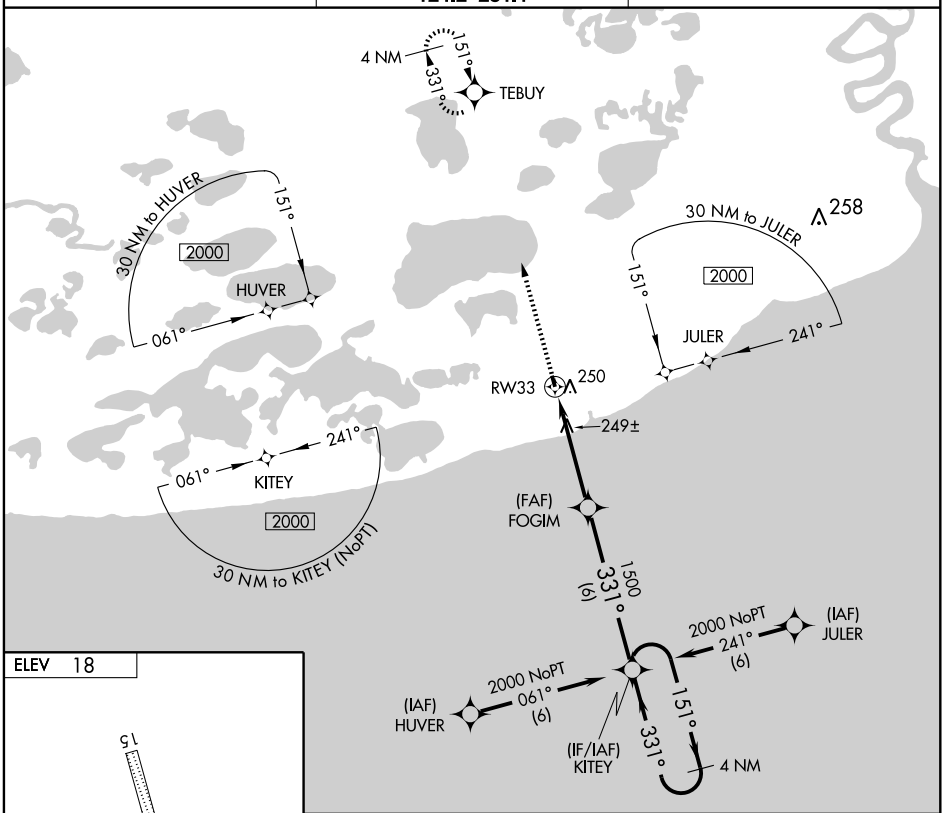
KWIGILLINGOK (GGV)(PAGG)

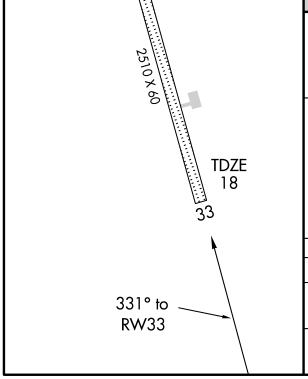
APP CRS	Rwy Idg	2510
331°	TDZE	18
	Apt Elev	18

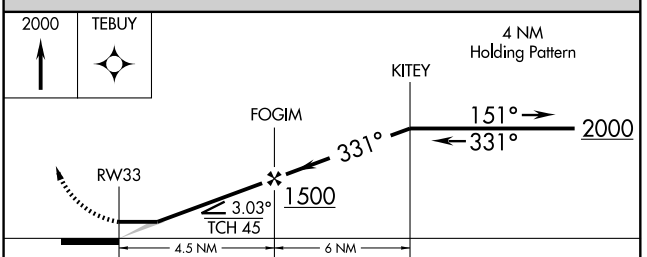
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.
NA Use Kipnuk altimeter setting.

MISSED APPROACH: Climb to 2000 direct TEBUY and hold.

KIPNUK ASOS	ANCHORAGE CENTER	CTAF
118.325	125.2 372.2 124.2 251.1	122.7







CATEGORY	A	B	C	D
LNAV MDA	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	NA
CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ MANLEY HOT SPRINGS (MLY) (PAML) 0 SW N64°59.85′ W150°38.65′ UTC−9(−8DT) FAIRBANKS

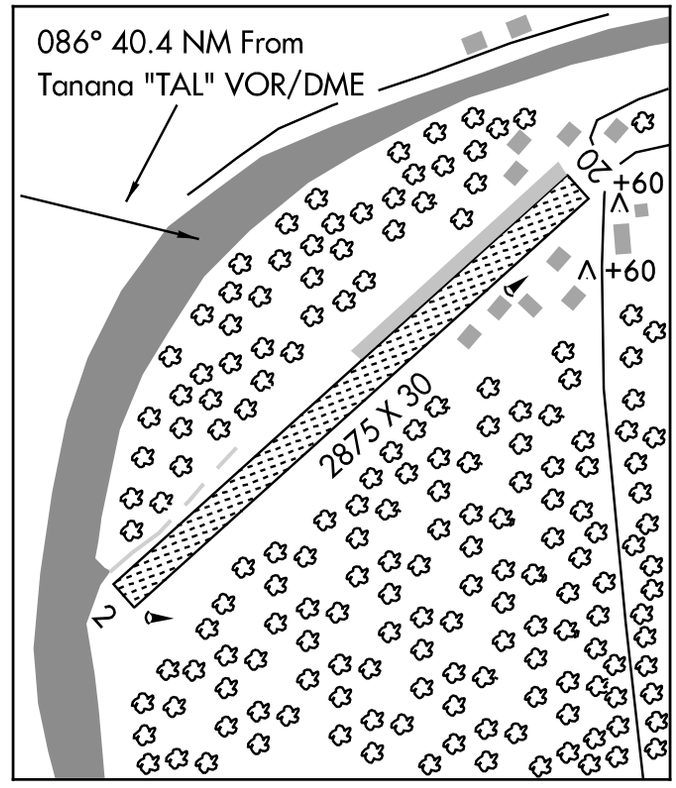
P 270 29(TURF–DIRT) 02–20

FUEL —(NC–100LL)

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 02 and Rwy 20 NSTD markings, thlds marked with reflective markers and cones. Rwy edges marked with cones.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM MLY)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. When avbl Wx reports hourly only.



§ MANOKOTAK (MBA) (PAMB) 6 SE N58°55.92′ W158°54.11′ UTC−9(−8DT) KODIAK

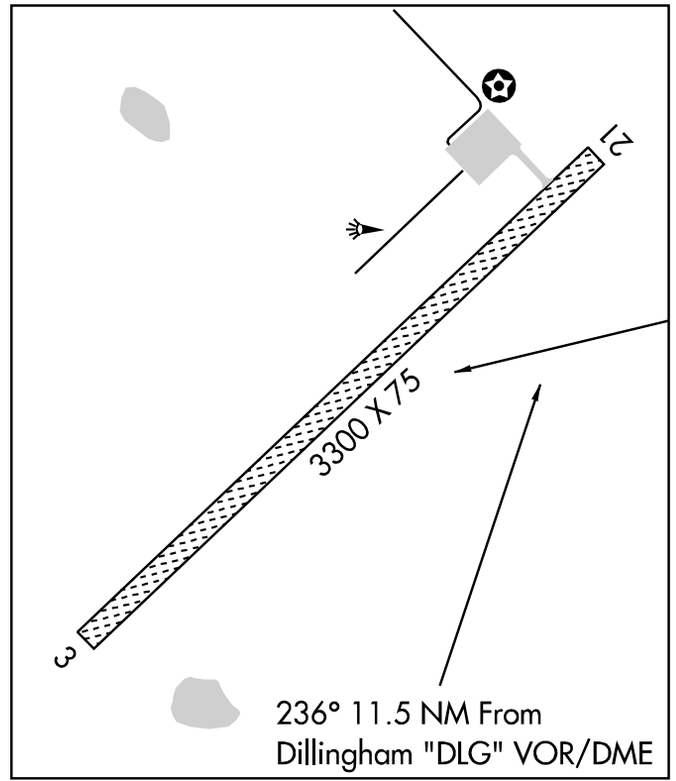
P 100 BL4 33(GVL) 03–21 L–2J, 3C

AIRPORT REMARKS —Unattended. Recommend visual inspection prior to use. Rwy 03 and Rwy 21 nstd markings, thld marked with lgts and cones. Rwy 03–21 edge lights white full length of rwy. Rwy 03–21 safety area dimensions 3900′ by 150′. ACTIVATE MIRL Rwy 03–21, rotating bcn and windsock lgt—CTAF. IAP

WEATHER DATA SOURCES—(ASOS 120.625 907–289–2018) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM MBA OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



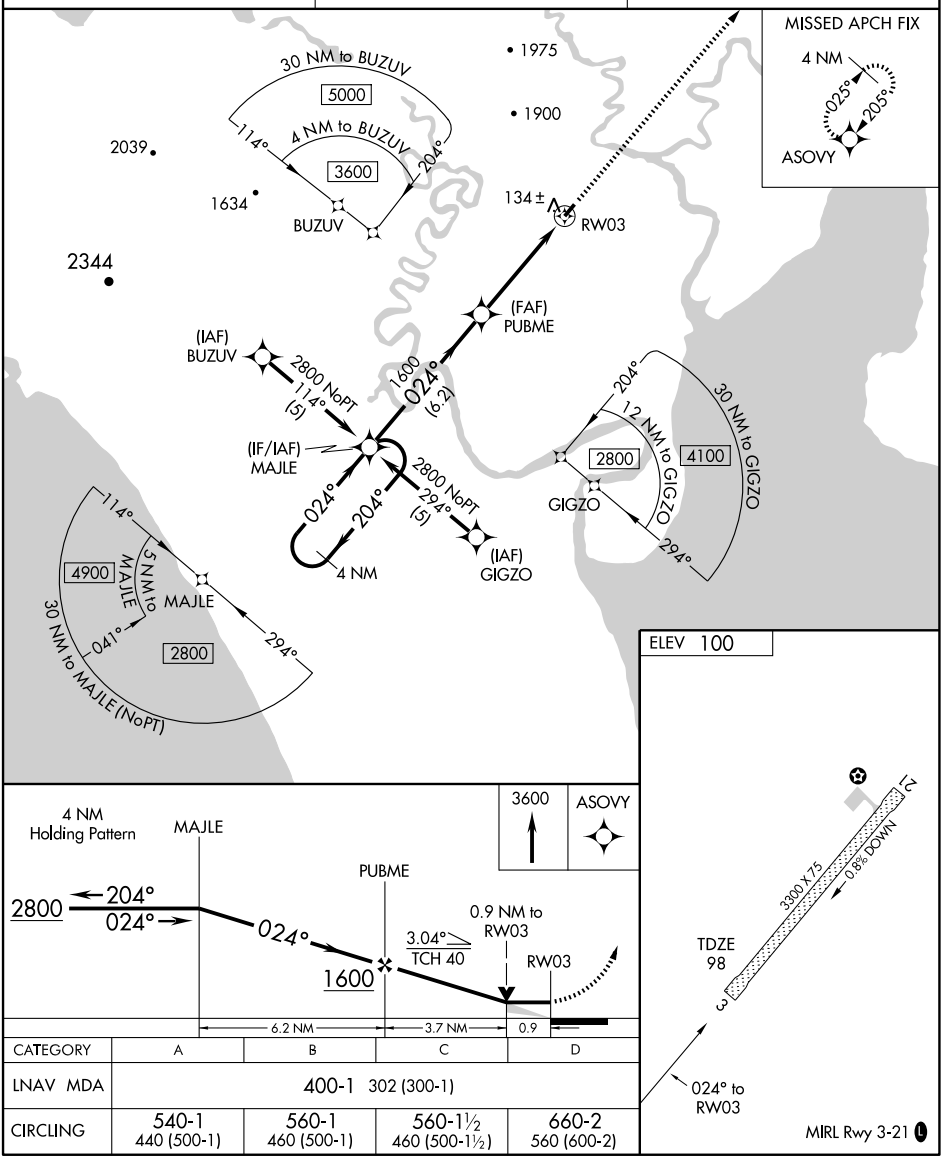
APP CRS	Rwy Idg	3300
024°	TDZE	98
	Apt Elev	100

RNAV (GPS) RWY 3
MANOKOTAK (MBA) (PAMB)

▼ DME/DME RNP-0.3 NA.
▲ VDP NA when using Dillingham altimeter setting.
When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct ASOVY and hold.

ASOS	ANCHORAGE CENTER	CTAF
120.625	132.75 282.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	400-1 302 (300-1)			
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	660-2 560 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

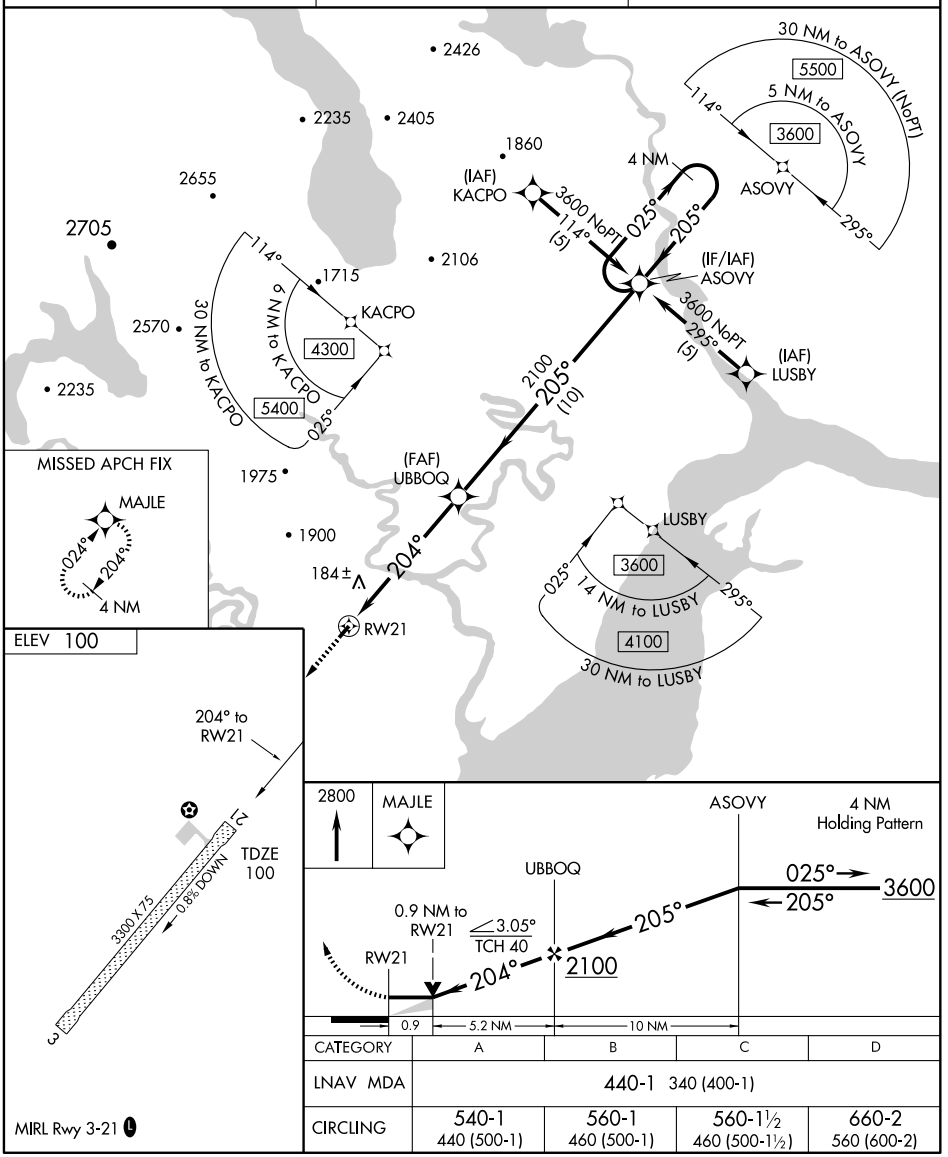
MANOKOTAK (MBA) (PAMB)

APP CRS	Rwy Idg	3300
204°	TDZE	100
	Apt Elev	100

▼ DME/DME RNP-0.3 NA.
▲ VDP NA when using Dillingham altimeter setting.
When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct MAJLE and hold.

ASOS	ANCHORAGE CENTER	CTAF
120.625	132.75 282.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	440-1 340 (400-1)			
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	660-2 560 (600-2)

MIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

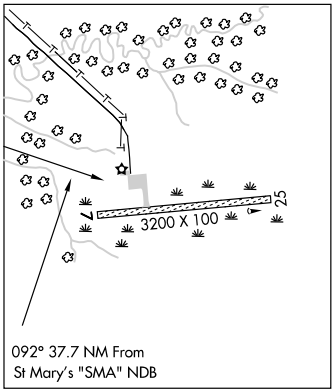
MARSHALL DON HUNTER SR (MDM) (PADM) 2 SE N61°51.86′ W162°01.57′ UTC−9(−8DT) **BETHEL**
P 103 BL4, 10 32(GVL) 07–25 **L–3C**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Snow removal ops during winter, monitor CTAF. REIL right side Rwy 07 OTS indef. ACTIVATE MIRL Rwy 07–25 and REIL Rwy 07—CTAF.

WEATHER DATA SOURCES—(ASOS 119.675 907–679–6500) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI–NOTAM MDM)
ANCHORAGE APP/DEP CON —124.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



MASON CO WA N47°14.89′ W123°05.18′ **SEATTLE**
NDB(MHW) 348 MNC 232° 2.7° NM to Sanderson Fld. Unmonitored. **H–1D, 1E, L–1E**
NDB unusable:
280°–340° byd 20 NM.

MASSET BC (CZMT) 1.5 SW N54°01.63′ W132°07.50′ (AOE) UTC−8(−7DT) **KETCHIKAN**
19 L4, 10, 12① H49(ASP) 13–31② **H–1D, L–1C**
FUEL —(NC–A1)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–4924	TODA–4924	ASDA–4924	LDA–4924
RWY 31:	TORA–4924	TODA–4924	ASDA–4924	LDA–4674

AIRPORT REMARKS —Rwy 31 rgt tfc. Fuel avbl 1600–0200Z‡ OT ctc opr, call out charge, 250–626–5100/3995. Rwy 13–31 limited winter maint. Ridge of high ground rises 243′AGL approximately 1 NM SE of arpt. 100′ trees within 600′ of rwy edge. Only pilots familiar with local terrain should use this aerodrome during hrs of darkness. Extensive deer and geese activity invof rwy. Verify rwy unobstructed. Twy B unlgtd. ACTIVATE MIRL Rwy 12–30, PAPI and REIL Rwys 12 and 30—122.7. REIL avbl hi intst only. ①Rwy 12. Rwy 30 GS 3.5°. ②Rwy 31 thld dsplcd 250′.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS TERRACE CYXT–NOTAM CYZP)

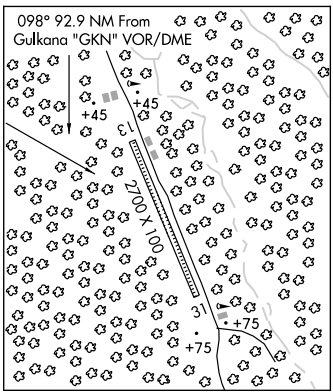
RADIO/NAV/WEATHER REMARKS —LD call to Terrace FSS dial 250–635–2110.

§ **MAY CREEK** (MYK) 1 S N61°20.14′ W142°41.21′ UTC−9(−8DT) **ANCHORAGE**
P 1650 27(TURF–GVL) 13–31

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 13–31 slopes up from Rwy 13 end to Rwy 31 end. Rwy 31 thld about 100′ higher. Loose rocks up to 2″ on rwy. Rwy 13 and Rwy 31 thlds marked with cones and panels, panels faded. Road adjacent East side rwy. Rwy 13 mountain 3 miles from threshold.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MXY)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

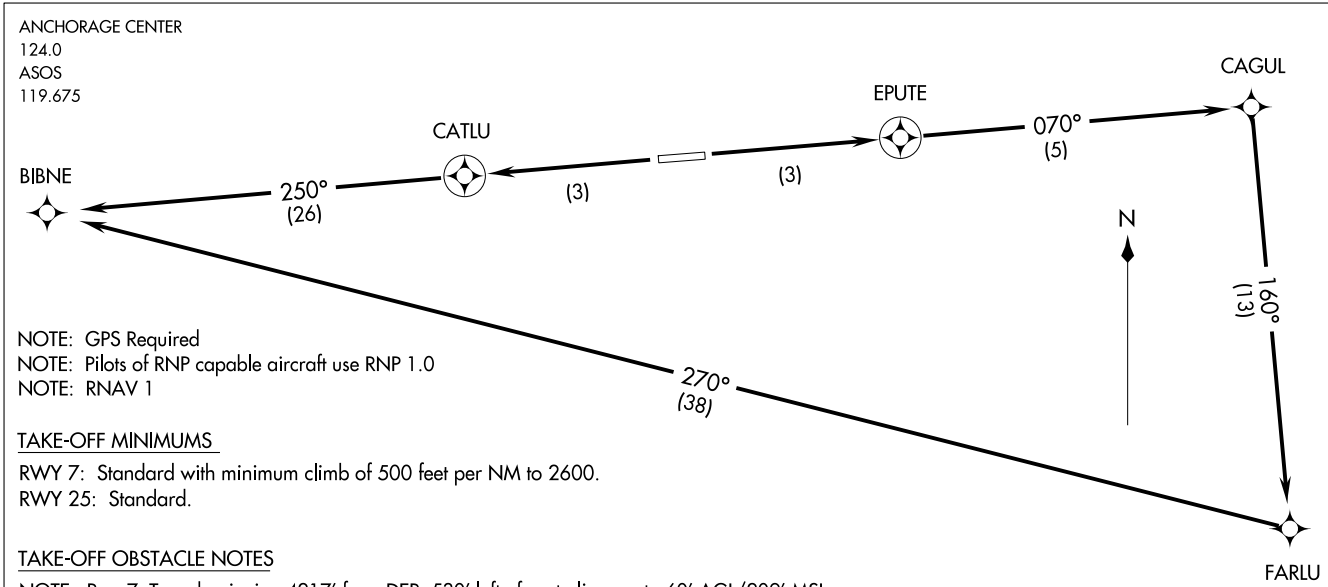


BIBNE TWO DEPARTURE (RNAV) (OBSTACLE)

(BIBNE2.BIBNE) 10266

MARSHALL DON HUNTER SR (MDM)(PADM)

MARSHALL, ALASKA



NOTE: GPS Required
NOTE: Pilots of RNP capable aircraft use RNP 1.0
NOTE: RNAV 1

TAKE-OFF MINIMUMS

RWY 7: Standard with minimum climb of 500 feet per NM to 2600.
RWY 25: Standard.

TAKE-OFF OBSTACLE NOTES

NOTE: Rwy 7: Trees beginning 4217′ from DER, 530′ left of centerline, up to 60′ AGL/209′ MSL.
Trees beginning 1 NM from DER, 2078′ right of centerline, up to 60′ AGL/709′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb to 3000 direct EPUTE, and on track 070° to CAGUL, and on track 160° to FARLU, and right turn on track 270° to BIBNE, before proceeding on course.

TAKE-OFF RUNWAY 25: Climb to 3000 direct CATLU, and on track 250° to BIBNE, before proceeding on course.

NOTE: Chart not to scale.

BIBNE TWO DEPARTURE (RNAV) (OBSTACLE)
(BIBNE2.BIBNE) 10266
MARSHALL DON HUNTER SR (MDM)(PADM)
MARSHALL, ALASKA

SL-9736 (FAA)

APP CRS	Rwy Idg	N/A
231°	TDZE	N/A
	Apt Elev	103

RNAV (GPS)-A

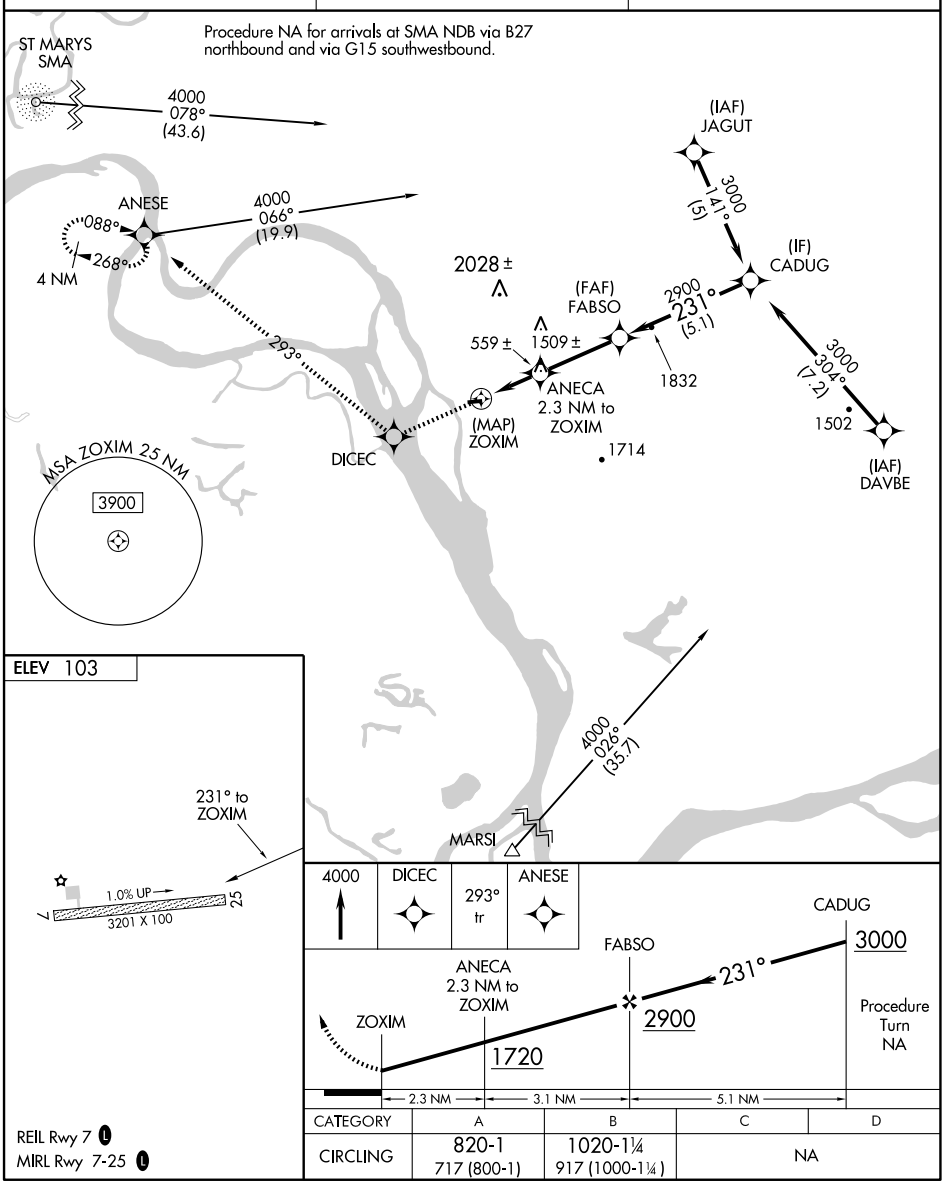
MARSHALL DON HUNTER SR (MDM)(PADM)

When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDAs 60 feet and Cat B visibility ¼ mile. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4000 direct DICEC and via 293° track to ANESE and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	CTAF
119.675	124.0	122.9 L

Procedure NA for arrivals at SMA NDB via B27 northbound and via G15 southwestbound.



CATEGORY	A	B	C	D
CIRCLING	820-1 717 (800-1)	1020-1¼ 917 (1000-1¼)	NA	

REIL Rwy 7 L
MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3201
070°	TDZE	102
	Apt Elev	103

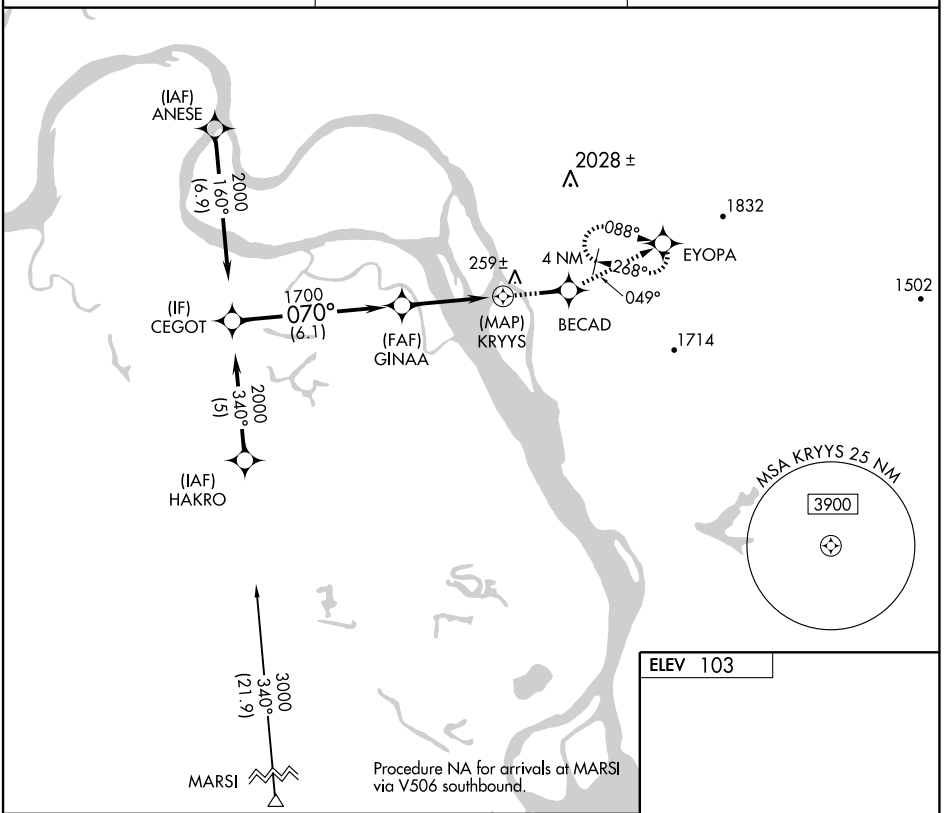
RNAV (GPS) RWY 7

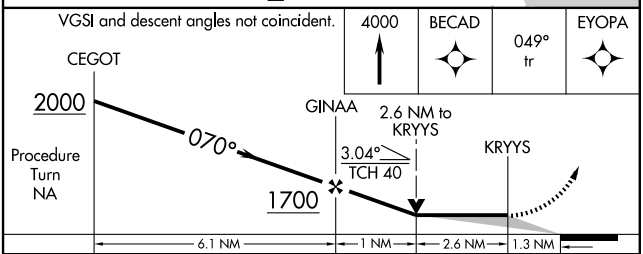
MARSHALL DON HUNTER SR (MDM)(PADM)

When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDAs 60 feet. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4000 direct BECAD and via 049° track to EYOPA and hold, continue climb-in-hold to 4000.

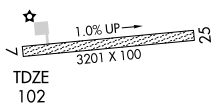
ASOS	ANCHORAGE CENTER	CTAF
119.675	124.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1340-1½ 1238 (1300-1½)		NA	
CIRCLING	1340-1½ 1237 (1300-1½)		NA	

ELEV 103



REIL Rwy 7 L

MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010

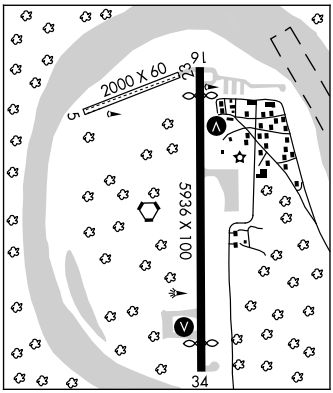
AK, 23 SEP 2010 to 18 NOV 2010

McGRATH

§ **McGRATH** (MCG) (PAMC) 0 W N62°57.17′ W155°36.42′ UTC−9(−8DT) **McGRATH**
P 341 BL4, 9 ①, 10 ② H59(ASP) 16–34③ S–32, D–80, 2S–102, 2D–120 05–23 **H–1B, 2J, L–3C**
SERVICE—S2 **FUEL** —(NC–100LL, A1 +) **IAP**

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–5936 TODA–5936 ASDA–5389 LDA–4843
RWY 34: TORA–5936 TODA–5936 ASDA–5390 LDA–4843



AIRPORT REMARKS —Attended May–Sept Mon–Wed 1600–0230Z‡, Thurs 1600–0000Z‡, Oct–Apr Mon–Fri 1700–0130Z‡. Arpt CLOSED to passenger acft certificated for more than 30 passenger seats. Rwy cond not monitored, recommend visual inspection before landing. Personnel and equipment may be working on the rwy at any time. Moose on arpt. Migratory water fowl on and in vicinity of arpt spring thru fall. Fire attack acft working out of arpt during summer months. Arpt has designated transient acft parking avbl. Transient acft parking is designated by green cones on the apron. ACTIVATE MIRL Rwy 16–34, REIL and VASI Rwy 16 and 34—CTAF. ①Rwy 16, TCH 32′. GS 3.0°. Rwy 34, TCH 41′. GS 3.0°. ②Rwy 16, Rwy 34. ③Rwy 16 thld dsplcd 546′. Rwy 34 thld dsplcd 556′.

WEATHER DATA SOURCES—(ASOS 135.65 907–524–3850) (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS McGRATH MCG MAY 1–SEP 30 1800–0400Z‡ NOTAM MCG OT CTC KENAI ENA)

RADIO —123.6 122.65 122.2 **(V)** (LAA 123.6)

RCO —123.6 122.65 122.2 **(V)** (KENAI FSS) Oprs hrs McGrath FSS clsd.

ANCHORAGE CENTER APP/DEP CON —353.8 128.1

RADIO AIDS TO NAVIGATION

(H)VORTACW 115.5 MCG Chan 102 N62°57.06′ W155°36.69′ At Fld.350/19E.
VOR DME and TACAN azimuth unusable
014°–019° byd 19 NM blw 7,000′
040°–050° byd 21 NM blw 5,000′
144°–194° byd 6 NM blw 9,000′
195°–223° byd 28 NM blw 6,000′
224°–261° byd 12 NM blw 10,000′
262°–294° byd 25 NM blw 7,000′
295°–314° byd 21 NM blw 8,000′

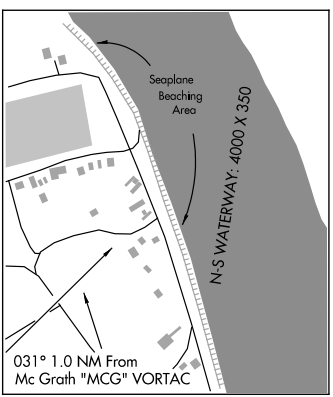
TAKOTNA RIVER NDB(HW) VTR 350 N62°56.81′ W155°33.44′ 266° 1.4 NM to Fld. /19E.
VHF/DF—contact McGRATH FSS.

LOC/DME 108.5 I–MCG Chan 22 Rwy 16. LOC unusable by 25° right of course. LOC/DME offset angle 2.5° right of centerline.

RADIO/NAV/WEATHER REMARKS —For a local call to McGrath FSS dial (907) 524–3611. For a toll free call to Kenai FSS dial 1–866–864–1737.

McGRATH SEAPLANE (16Z) 0 E N62°57.48′ W155°35.59′ UTC−9(−8DT) McGRATH

325 –40 N–S
FUEL —(NC–80, 100)



SEAPLANE REMARKS —Unattended. Landing and beaching area not marked. Use caution when landing due to seasonal changes in sandbar locations.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS McGRATH MCG MAY 1 thru SEP 30 1800–0400Z‡ OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

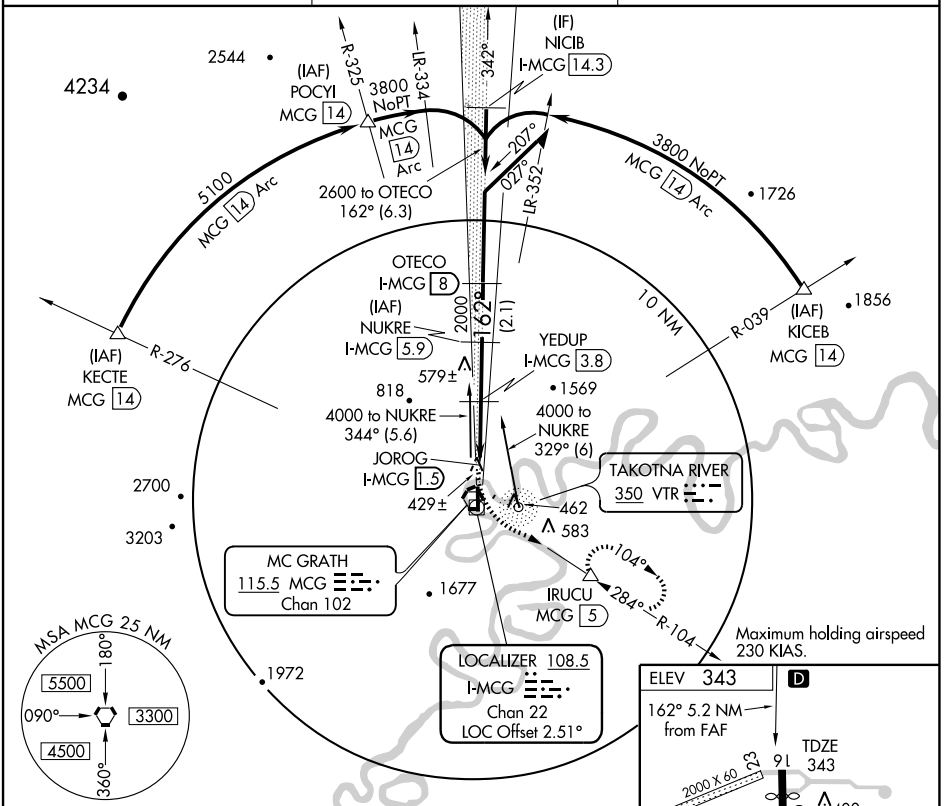
LOC/DME I-MCG	APP CRS	Rwy Idg 4843
108.5	162°	TDZE 343
Chan 22		Apt Elev 343

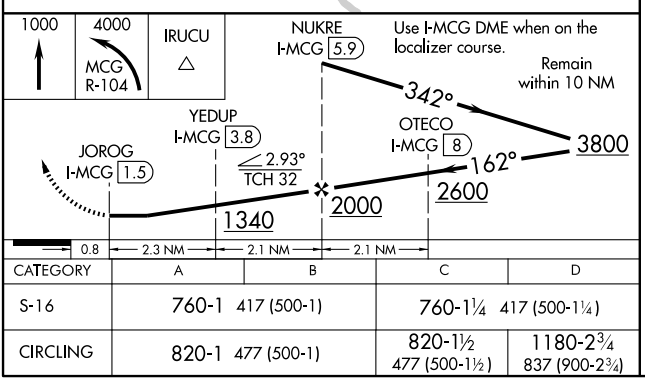
LOC/DME RWY 16

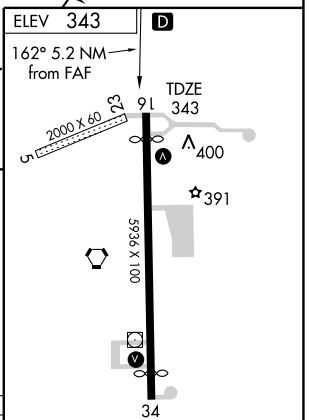
MC GRATH (MCG)(PAMC)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via MCG VORTAC R-104 to IRUCU/MCG 5 DME and hold, continue climb-in-hold to 4000. When authorized by ATC, climb-in-hold to 5000.

ASOS	ANCHORAGE CENTER	MCGRATH RADIO
135.65	128.1 353.8	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-16	760-1 417 (500-1)		760-1¼ 417 (500-1¼)	
CIRCLING	820-1 477 (500-1)		820-1½ 477 (500-1½)	1180-2¾ 837 (900-2¾)

MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

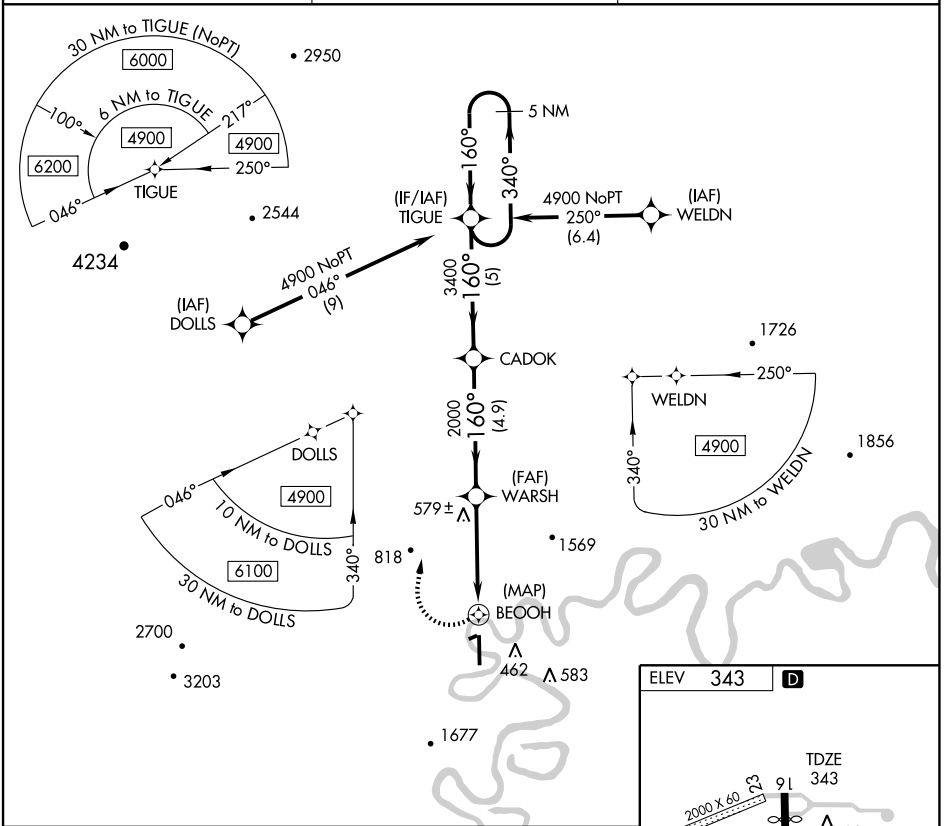
APP CRS	Rwy Idg	4843
160°	TDZE	343
	Apt Elev	343

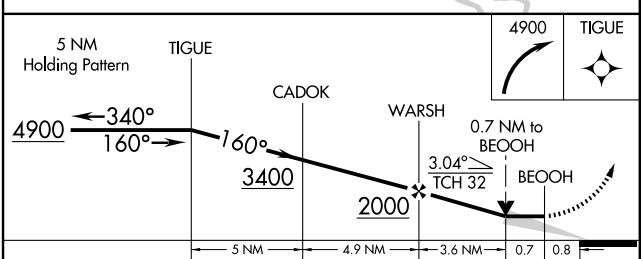
RNAV (GPS) RWY 16
MC GRATH (MCG) (PAMC)

DME/DME RNP- 0.3 NA.

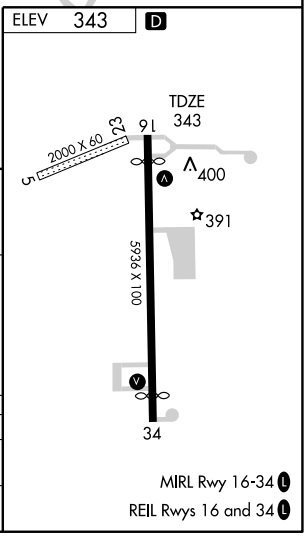
MISSED APPROACH: Climbing right turn to 4900 direct TIGUE and hold, continue climb-in-hold to 4900.

ASOS	ANCHORAGE CENTER	MCGRATH RADIO
135.65	128.1 353.8	123.6 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	840-1 497 (500-1)		840-1¼ 497 (500-1¼)	840-1½ 497 (500-1½)
CIRCLING	840-1 497 (500-1)		840-1½ 497 (500-1½)	1180-2¾ 837 (900-2¾)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

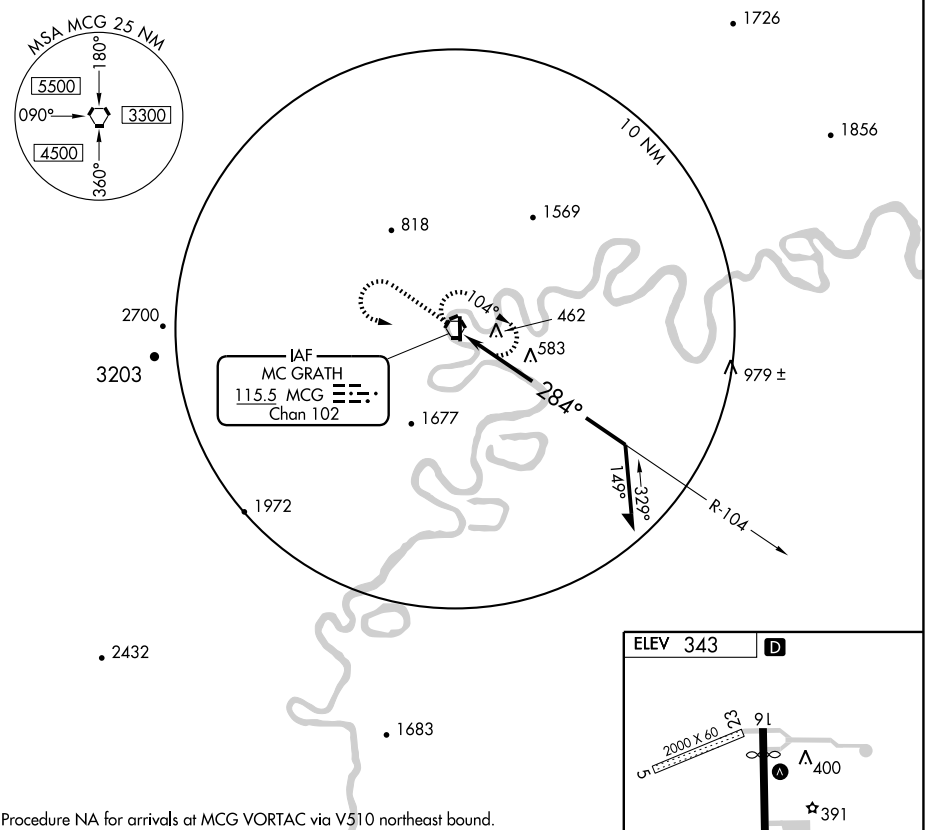
VORTAC MCG	APP CRS	Rwy Idg	N/A
115.5	284°	TDZE	N/A
Chan 102		Apt Elev	343

VOR-A

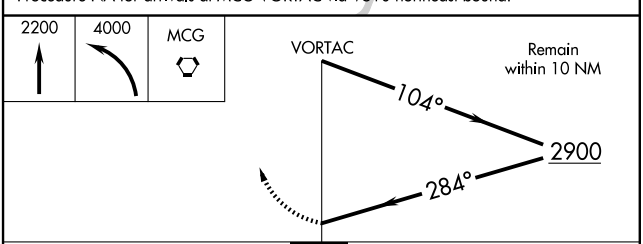
MC GRATH(MCG)(PAMC)

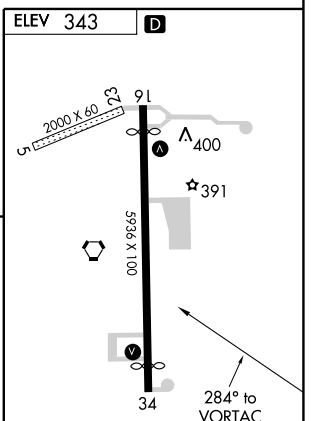
MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct to MCG VORTAC and hold, continue climb-in-hold to 4000. When authorized by ATC, climb-in-hold to 5000.

ASOS	ANCHORAGE CENTER	MCGRATH RADIO
135.65	128.1 353.8	123.6 (CTAF) L



Procedure NA for arrivals at MCG VORTAC via V510 northeast bound.





CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1057 (1100-1¼)	1400-1½ 1057 (1100-1½)	1400-3 1057 (1100-3)	

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

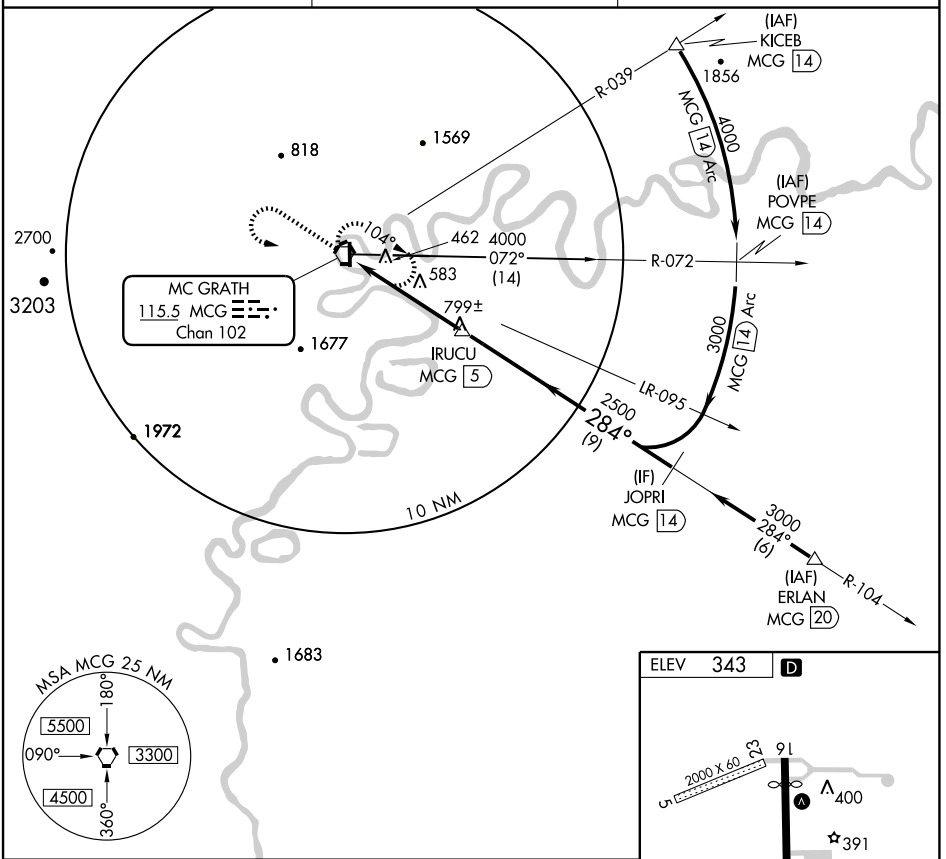
VORTAC MCG 115.5 Chan 102	APP CRS 284°	Rwy Idg N/A TDZE N/A Apt Elev 343

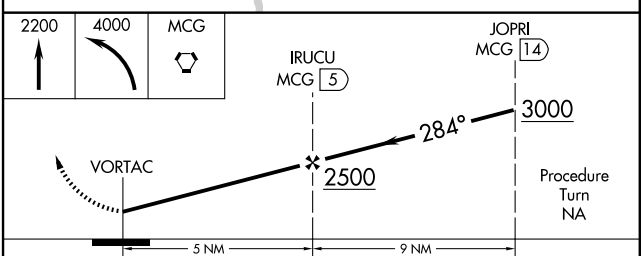
VOR/DME-C

MC GRATH (MCG)(PAMC)

MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct MCG VORTAC and hold, continue climb-in-hold to 4000. When authorized by ATC, climb-in-hold to 5000.

ASOS 135.65	ANCHORAGE CENTER 128.1 353.8	MCGRATH RADIO 123.6 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1060-1 717 (800-1)		1060-2 717 (800-2)	1180-2¾ 837 (900-2¾)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VORTAC MCG 115.5 Chan 102	APP CRS 169°	Rwy Idg 4843 TDZE 343 Apt Elev 343

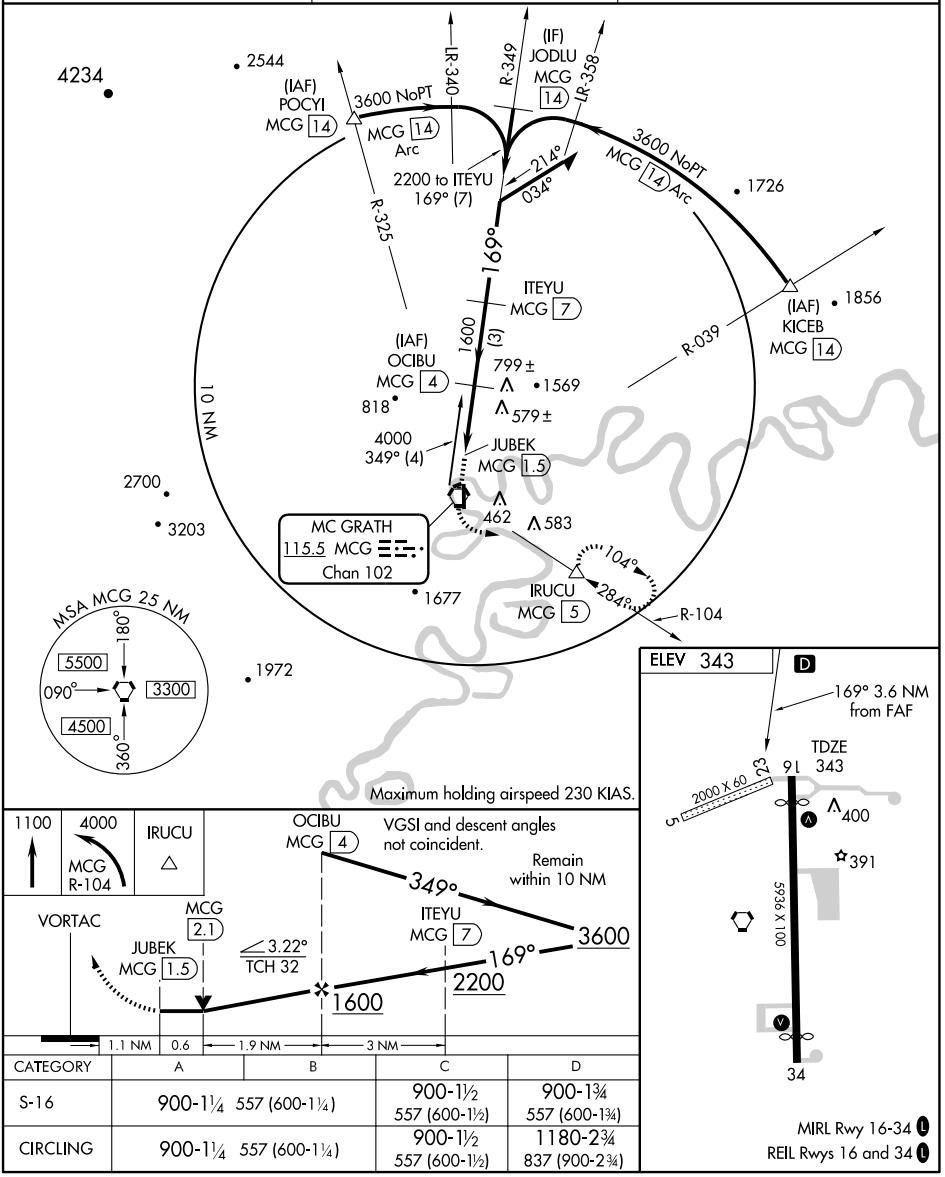
VOR/DME or TACAN RWY 16

MC GRATH (MCG)(PAMC)

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via MCG VORTAC R-104 to IRUCU/5 DME and hold, continue climb-in-hold to 4000. When authorized by ATC, climb-in-hold to 5000.

ASOS 135.65	ANCHORAGE CENTER 128.1 353.8	MCGRATH RADIO 123.6 (CTAF) L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-16	900-1¼ 557 (600-1¼)		900-1½ 557 (600-1½)	900-1¾ 557 (600-1¾)
CIRCLING	900-1¼ 557 (600-1¼)		900-1½ 557 (600-1½)	1180-2¾ 837 (900-2¾)

§ **MC MINNVILLE MUNI** OR (MMV) (KMMV) 3 SE N45°11.67′ W123°08.16′ UTC−8(−7DT) **SEATTLE**
P 163 BL4, 5, 10①, 12② H54(ASP) 04–22 S–40, D–T50, 2D–80 **H–1E**
17–35 S–40, D–50, 2D–80 **IAP**
SERVICE—S4 **FUEL**—(NC–100LL, JET A) HPOX

AIRPORT REMARKS —Attended 1600Z‡–dusk. Fuel 24 hour credit card svc avbl. For fuel dusk–dawn contact fixed–base operator 503–472–0558. Military helicopter and parachute ops in area. Scheduled by notam. High pressure bulk oxygen avbl Mon–Sat. Glider ops Rwy 17–35 and within 8 NM blo 8000′ during dalgt hours Feb–Nov. Evergreen Intl Aviation may be contacted on frequency 122.75. ACTIVATE MALSR Rwy 22, REIL Rwy 04, and HIRL Rwy 04–22—CTAF. ①Rwy 04, TCH 40′. GS 3.0°. ②Rwy 04. Rwy 22 TCH 55′. GS 3.0°.

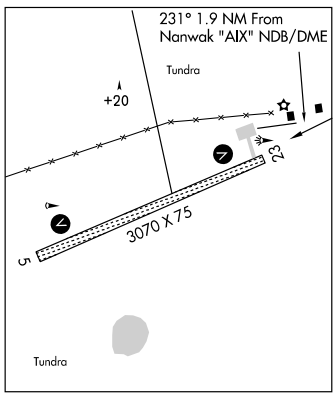
WEATHER DATA SOURCES —(ASOS 135.675 503–434–9153)

COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS MCMINNVILLE MMV–NOTAM MMV)
RCO—122.45 (MCMINNVILLE FSS)
Ⓡ **PORTLAND APP/DEP CON**—284.6 126.0 (North)
SEATTLE CENTER APP/DEP CON—291.7 125.8 (South)
CLNC DEL—118.35

RADIO AIDS TO NAVIGATION
NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19′ W122°58.69′ 194° 11.6 NM to fld. 1440/21E. **HIWAS.**
ILS 110.9 I–MMV Rwy 22. Class 1A.

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

§ **MEKORYUK** (MYU) (PAMY) 3 W N60°22.29′ W166°16.24′ UTC−9(−8DT) **BETHEL**
P 48 B L4, 9 ①, 10 31(GVL) 05–23 **L–3B**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Animals occasionally on rwy. Rwy 05–23 shallow ruts with ponding after rain. Windsocks may be unreliable. Westend windsock OTS indef. Rwy 05 and Rwy 23 NSTD markings, rwys marked with reflective cones and thld panels. ACTIVATE MIRL Rwy 05–23, VASI Rwy 05 and Rwy 23—CTAF. ①Rwy 05, TCH 29′; GS 3.0° Rwy 23, TCH 38′, GS 3.0°. **IAP**



WEATHER DATA SOURCES —(AWOS–3 123.9 907–827–8135). (TWEB ⓐ AIX 323)

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MYU)
RCO —122.0 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —372.0 124.5

RADIO AIDS TO NAVIGATION
NANWAK NDB(HW–SAB/DME) 323 AIX Chan 76 N60°23.10′ W166°12.89′ 228°1.9 NM to Fld.33/13E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

MENTASTA N62°52.81′ W143°35.53′ **ANCHORAGE**
RCO —121.4 (NORTHWAY FSS) **L–1A, 3E**

MERLE K (MUDHOLE) SMITH (See CORDOVA)

MERRILL FLD (See ANCHORAGE)

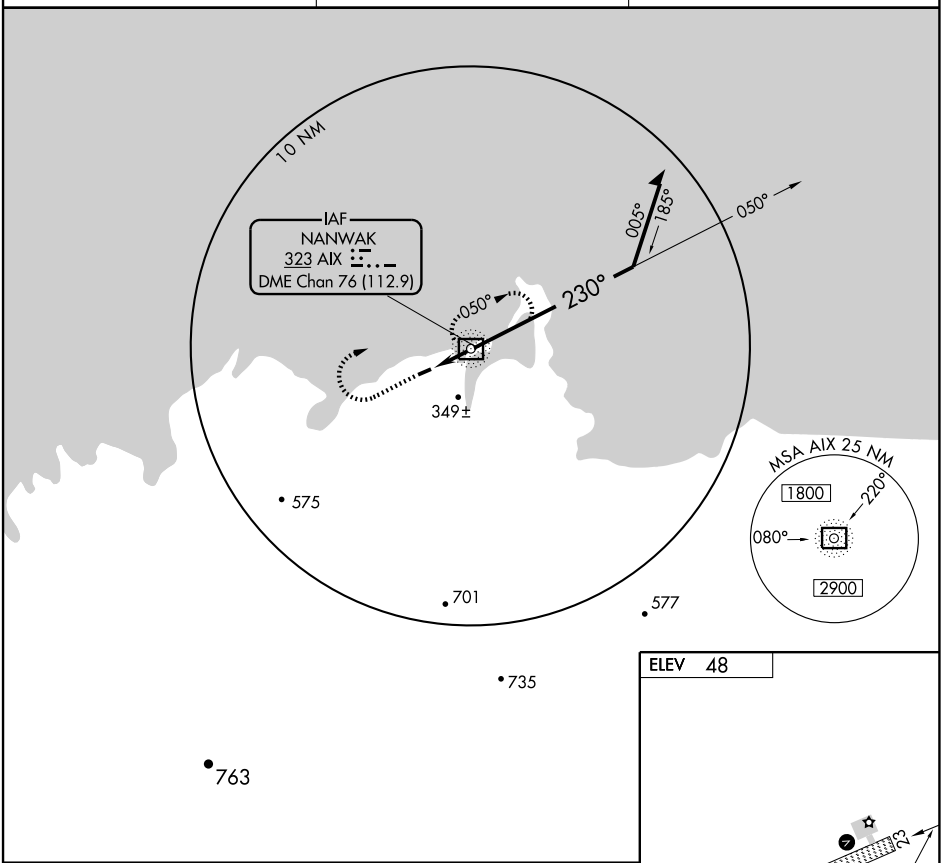
NDB/DME AIX 323 Chan 76 (112.9)	APP CRS 230°	Rwy Idg N/A TDZE N/A Apt Elev 48

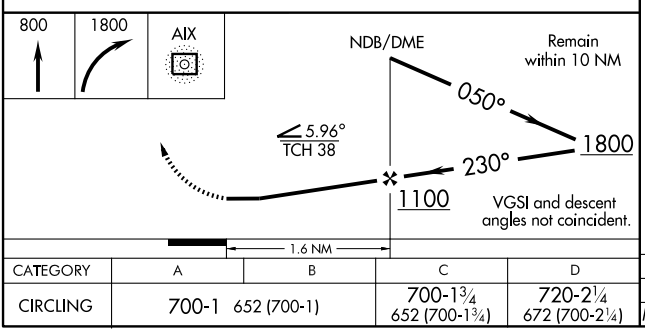
NDB-B

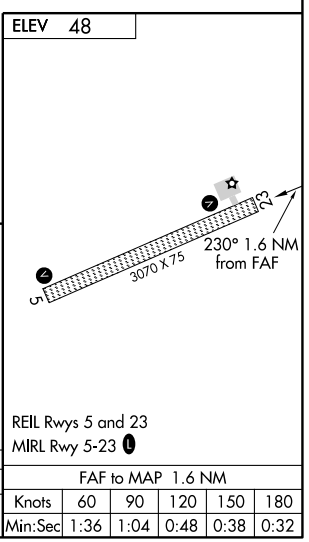
MEKORYUK (MYU) (PAMY)

MISSED APPROACH: Climb to 800 then climbing right turn to 1800 direct AIX NDB/DME and hold, continue climb-in-hold to 1800.

AWOS-3	ANCHORAGE CENTER	CTAF
123.9	124.5 372.0	122.9 L







CATEGORY	A	B	C	D
CIRCLING	700-1	652 (700-1)	700-1¾ 652 (700-1¾)	720-2¼ 672 (700-2¼)

FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

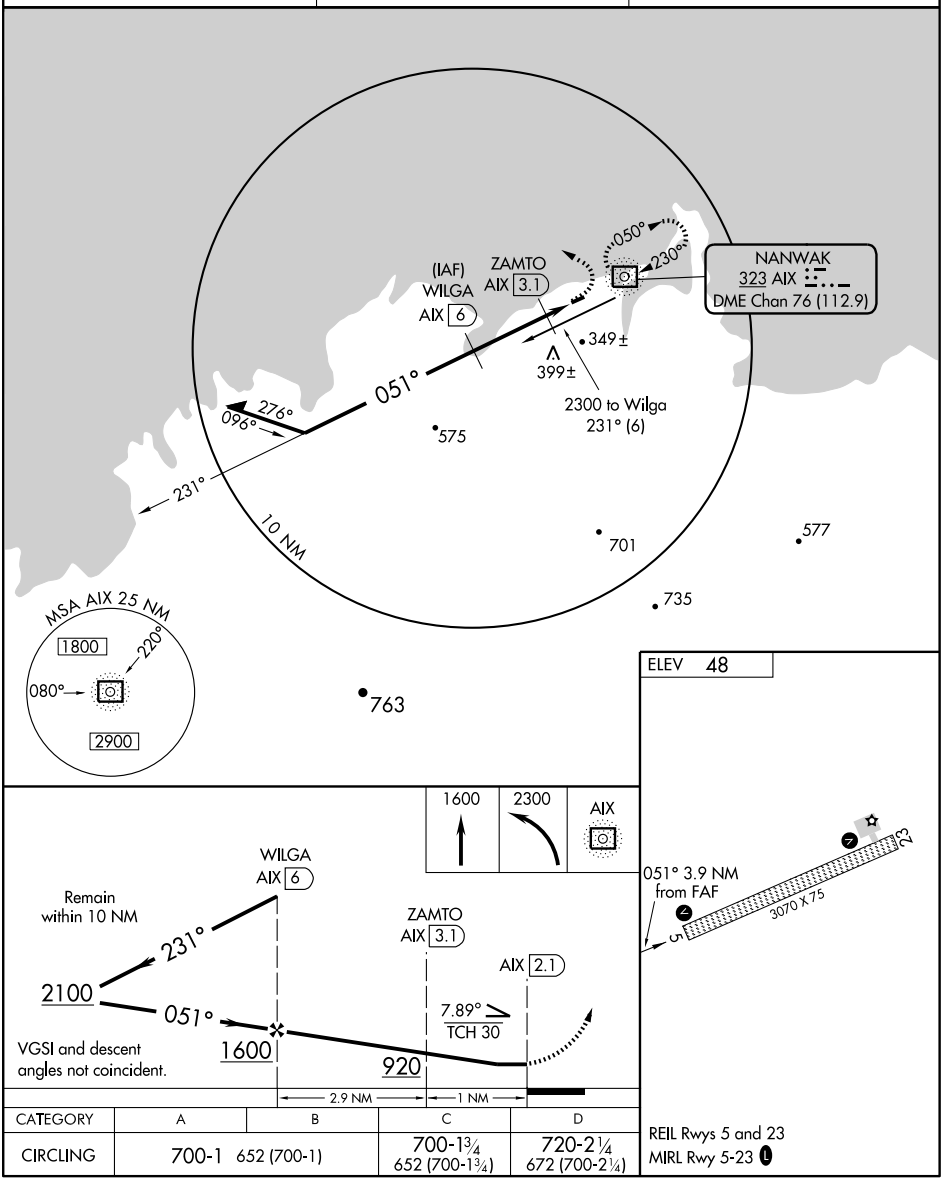
NDB/DME AIX 323 Chan 76 (112.9)	APP CRS 051°	Rwy Idg N/A TDZE N/A Apt Elev 48

NDB/DME-A

MEKORYUK (MYU) (PAMY)

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 direct AIX NDB/DME and hold, continue climb-in-hold to 2300.

AWOS-3	ANCHORAGE CENTER	CTAF
123.9	124.5 372.0	122.9 L



CATEGORY	A	B	C	D
CIRCLING	700-1 652 (700-1)		700-1¾ 652 (700-1¾)	720-2¼ 672 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

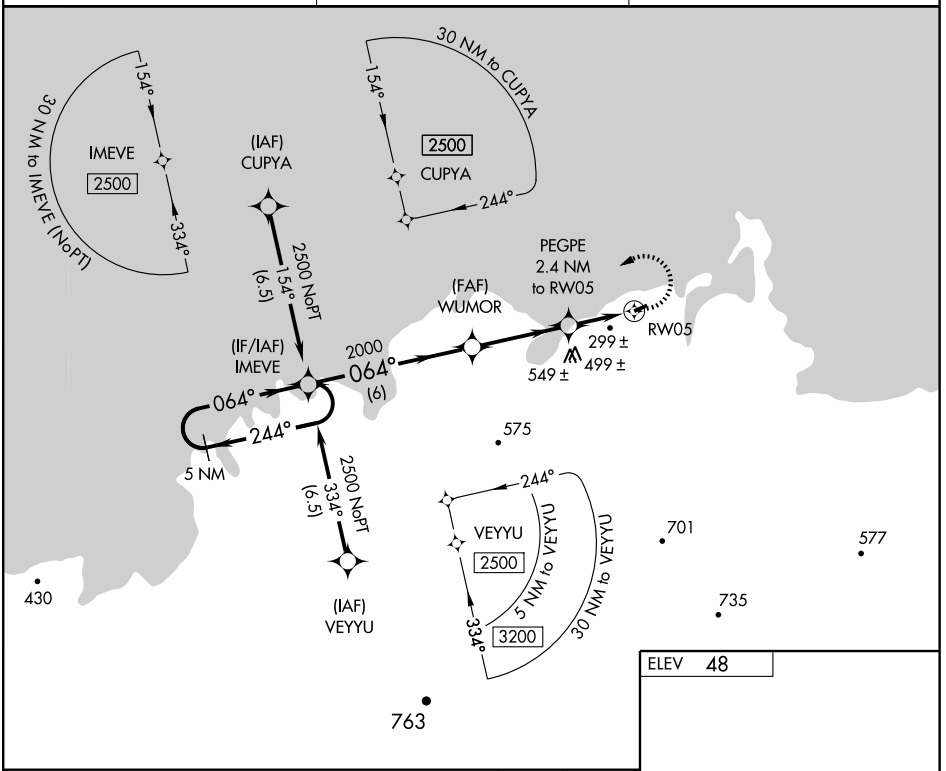
APP CRS	Rwy Idg	3070
064°	TDZE	48
	Apt Elev	48

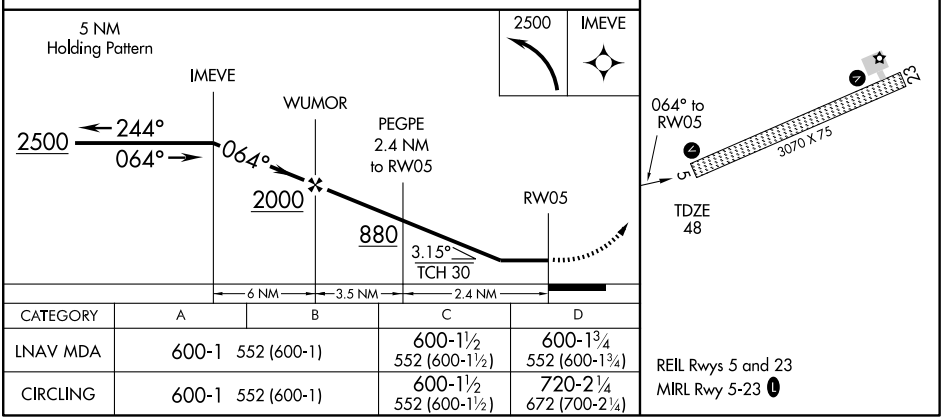
RNAV (GPS) RWY 5
MEKORYUK (MYU) (PAMY)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct IMEVE and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
123.9	124.5 372.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	600-1 552 (600-1)		600-1½ 552 (600-1½)	600-1¾ 552 (600-1¾)
CIRCLING	600-1 552 (600-1)		600-1½ 552 (600-1½)	720-2¼ 672 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3070
234°	TDZE	48
	Apt Elev	48

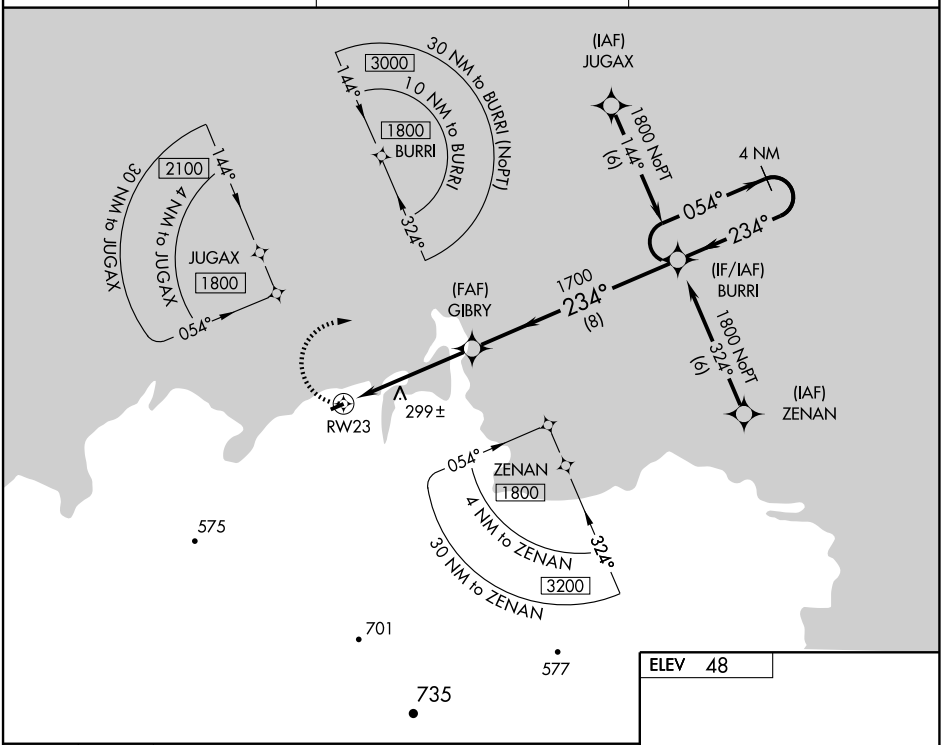
RNAV (GPS) RWY 23

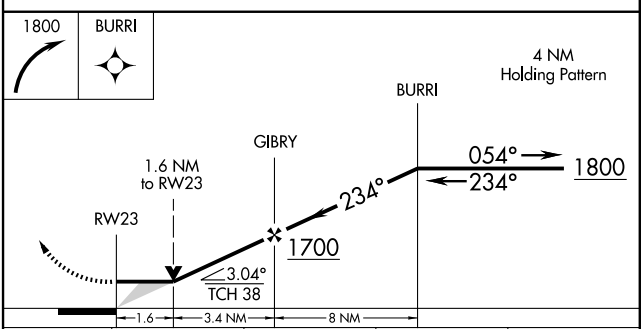
MEKORYUK (MYU) (PAMY)

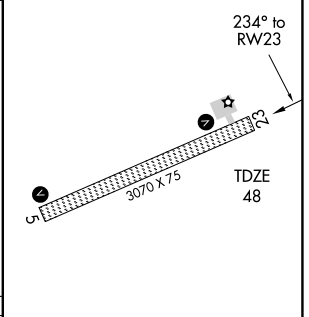
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 1800 direct BURRI and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
123.9	124.5 372.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	600-1 552 (600-1)		600-1½ 552 (600-1½)	600-1¾ 552 (600-1¾)
CIRCLING	600-1 552 (600-1)		600-1½ 552 (600-1½)	720-2¼ 672 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ METLAKATLA SEAPLANE (MTM) (PAMM) 0 N N55°07.86′ W131°34.68′ UTC−9(−8DT) KETCHIKAN

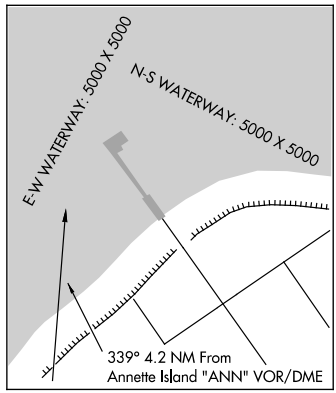
00 −50 E–W, N–S

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES—(AWOS–3 135.55 907–886–7989) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM MTM OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



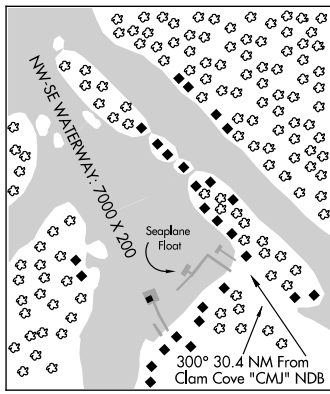
§ MEYERS CHUCK SEAPLANE (84K) 0 W N55°44.38′ W132°15.30′ UTC−9(−8DT) KETCHIKAN

00 −70 NW–SE

SEAPLANE REMARKS —Unattended. Dock. Boats may be tied to SPB dock/float ramp. Back channel narrow. 20′ steel post above water in center of touchdown zone. Large rock N of float. Small harbor. Large reefs at entrance, swells on northerly, SE winds require takeoff to head of bay.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



§ MIDDLETON ISLAND (MDO) (PAMD) 1 S N59°27.00′ W146°18.44′ UTC−9(−8DT) SEWARD

FAA 100 31(GVL) 01–19, 12–30 L–1A, 2J, 3E

AIRPORT REMARKS —Unattended. Rwy 01–19 loose gvl on sfc—rocks to 3 in. Rwy 01–19 grass growing through gvl. Soft when wet. Rwy 12–30 loose gvl on sfc. Rocks to 3 in. Rwy 12–30 grass growing through gvl. Rwy 01–19 marked with wooden thld panels. Rwy 12–30 marked with cones and OTS lgts. Many missing. Rwy 01–19 slopes down toward S end.

WEATHER DATA SOURCES —(AWOS–3 135.725 907–424–7635) (TWEB MDO 115.3) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM MDO)

RCO —122.05 **(E)** (JUNEAU FSS)

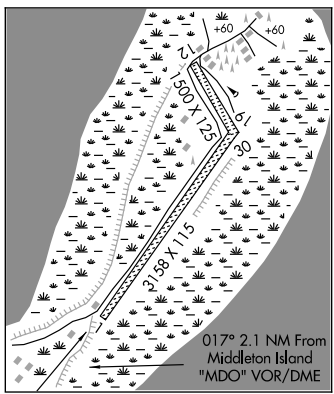
ANCHORAGE CENTER APP/DEP CON —269.4 133.6

RADIO AIDS TO NAVIGATION

(H)ABVORW/DME 115.3 MDO Chan 100 N59°25.31′ W146°21.00′ 017° 2.1 NM to Fld.121/21E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

IAP



APP CRS	Rwy Idg	3158
013°	TDZE	100
	Apt Elev	100

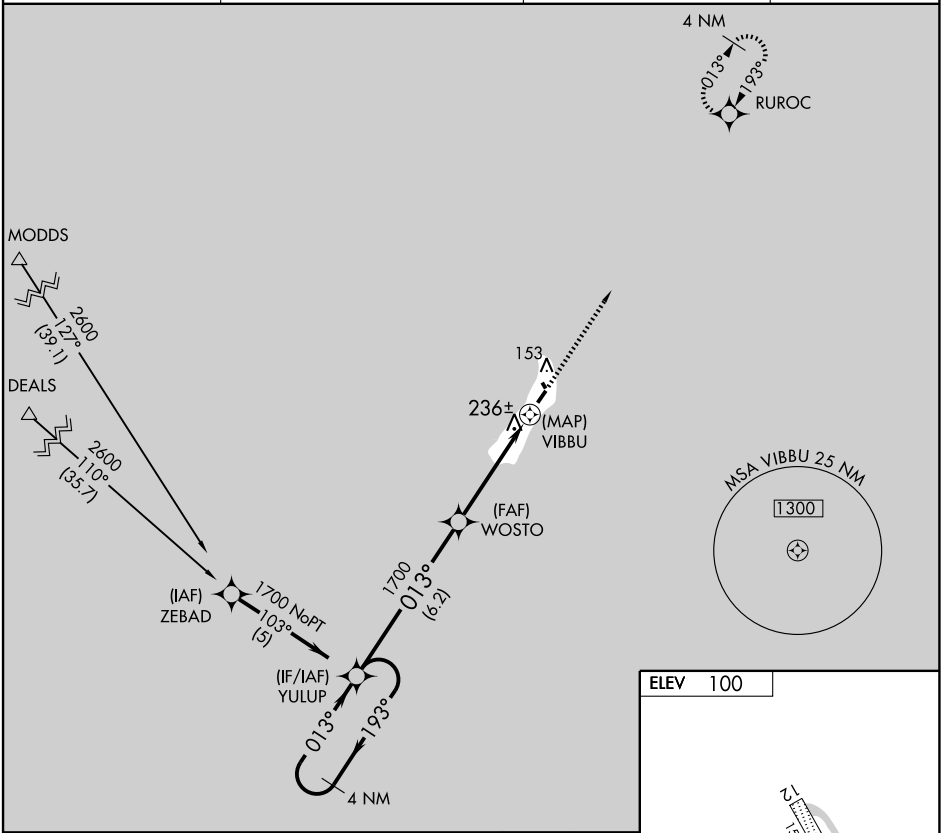
RNAV (GPS) RWY 1

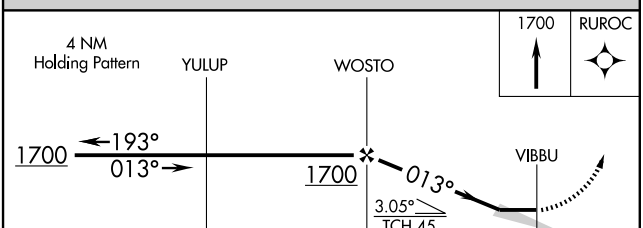
MIDDLETON ISLAND (MDO) (PAMD)

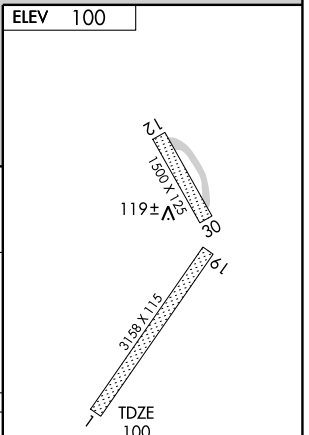
DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, procedure NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct RUROC and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
135.725	133.6 269.4	122.05	122.9







CATEGORY	A	B	C	D
LNAV MDA	560-1	460 (500-1)	560-1¼ 460 (500-1¼)	NA
CIRCLING	600-1	500 (500-1)	600-1½ 500 (500-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

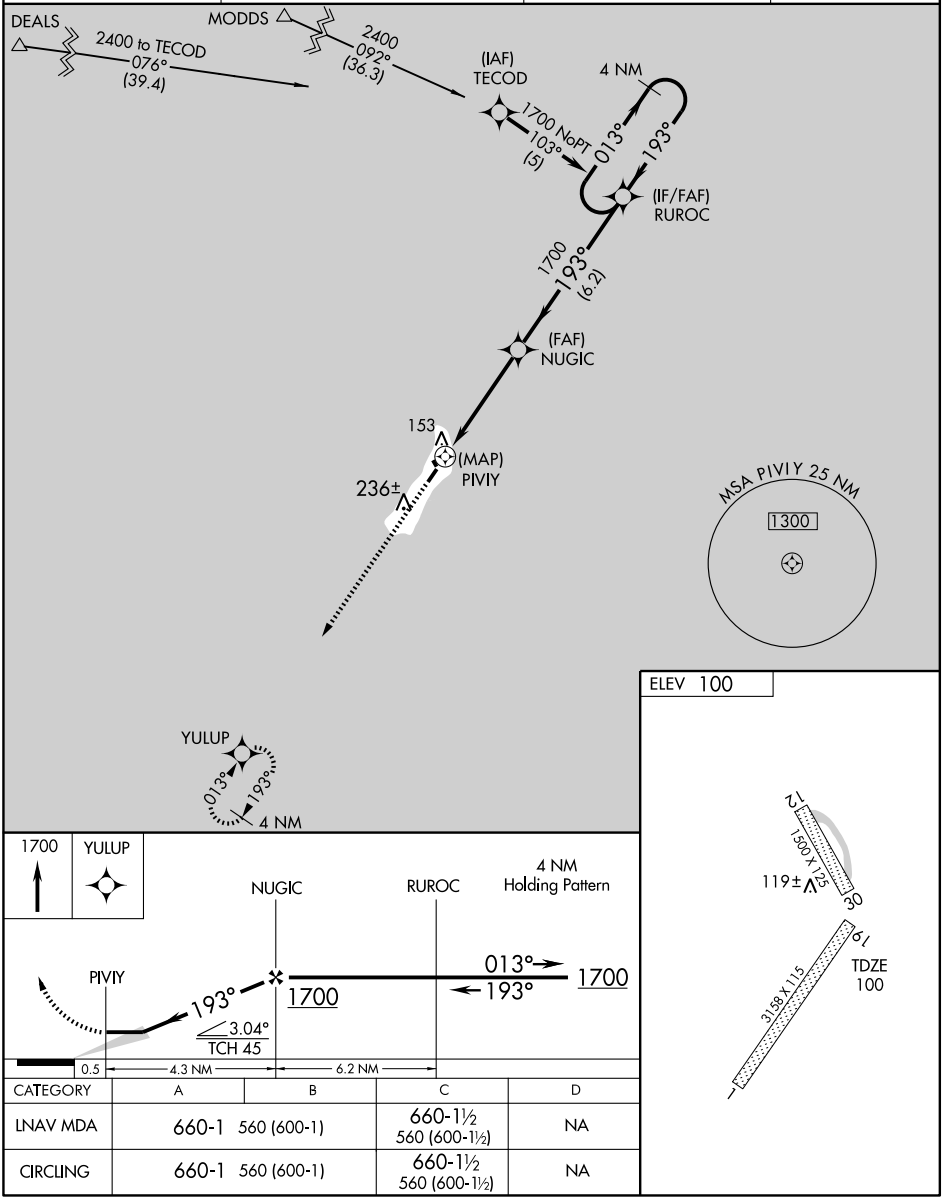
MIDDLETON ISLAND (MDO) (PAMD)

APP CRS	Rwy Idg	3158
193°	TDZE	100
	Apt Elev	100

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, procedure NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct YULUP and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
135.725	133.6 269.4	122.05	122.9



CATEGORY	A	B	C	D
LNAV MDA	660-1	560 (600-1)	660-1½ 560 (600-1½)	NA
CIRCLING	660-1	560 (600-1)	660-1½ 560 (600-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME MDO	APP CRS	Rwy Idg	3158
115.3	197°	TDZE	100
Chan 100		Apt Elev	100

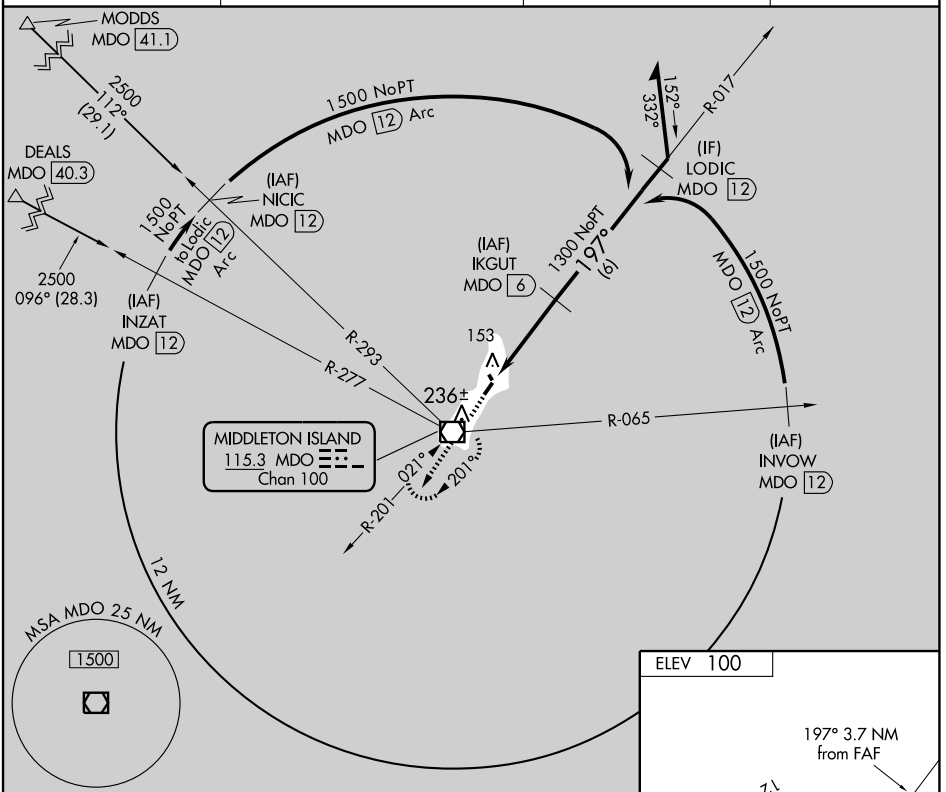
VOR/DME RWY 19

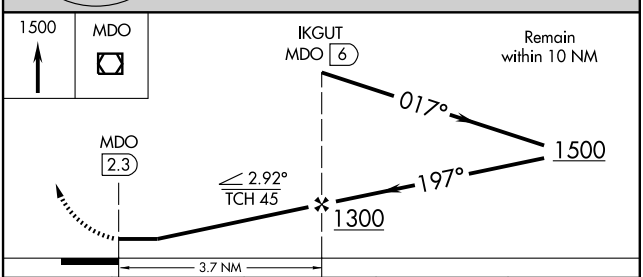
MIDDLETON ISLAND (MDO) (PAMD)

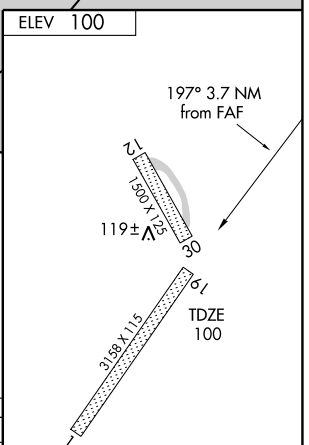
If local altimeter setting not received, procedure NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 direct MDO VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
135.725	133.6 269.4	122.05	122.9







CATEGORY	A	B	C	D
S-19	660-1 560 (600-1)		660-1½ 560 (600-1½)	NA
CIRCLING	660-1 560 (600-1)		660-1½ 560 (600-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME MDO	APP CRS	Rwy Idg	3158
115.3	021°	TDZE	100
Chan 100		Apt Elev	100

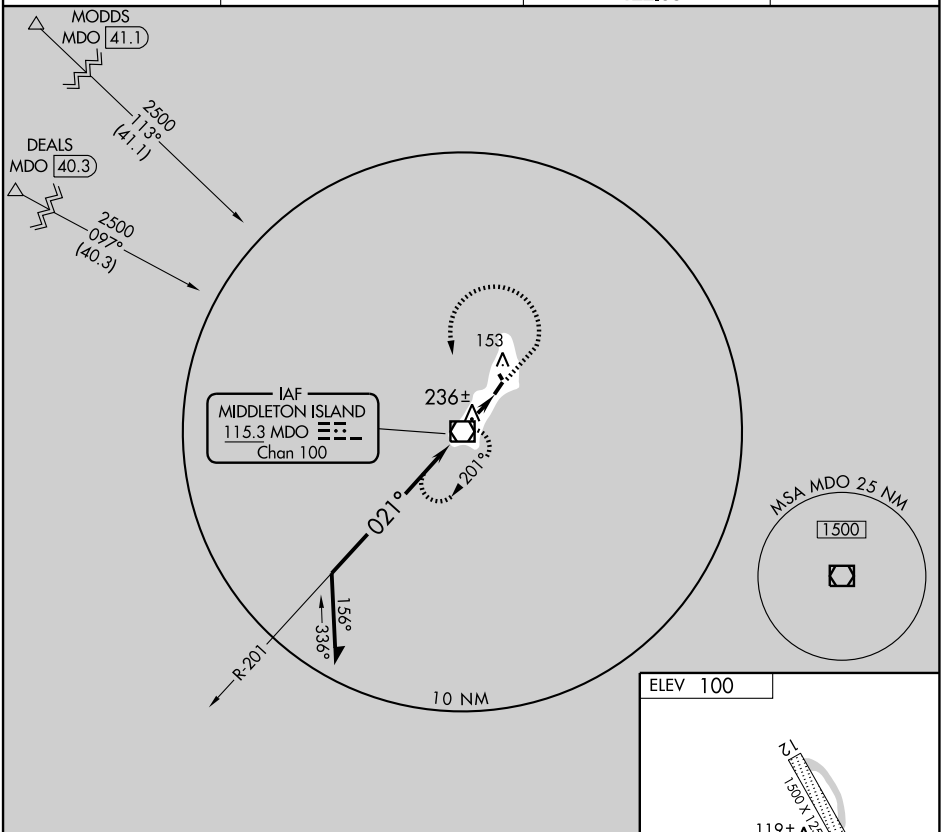
VOR RWY 1

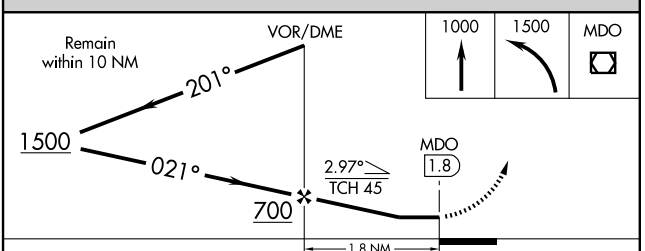
MIDDLETON ISLAND (MDO) (PAMD)

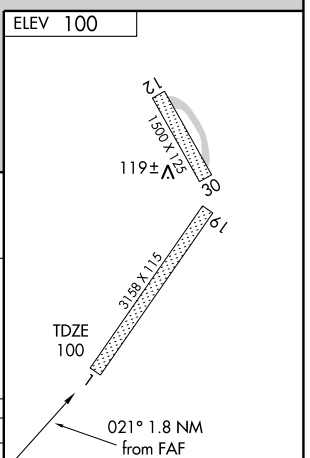
Procedure NA at night.
If local altimeter setting not received, procedure NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 direct MDO VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
135.725	133.6 269.4	122.05	122.9







CATEGORY	A	B	C	D
S-1	560-1 460 (500-1)		560-1¼ 460 (500-1¼)	NA
CIRCLING	600-1 500 (500-1)		600-1½ 500 (500-1½)	NA

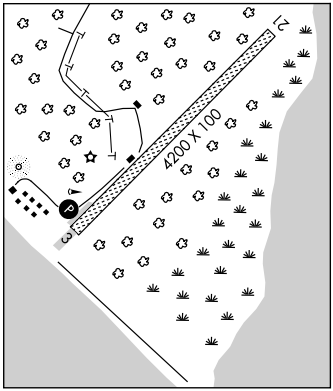
FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

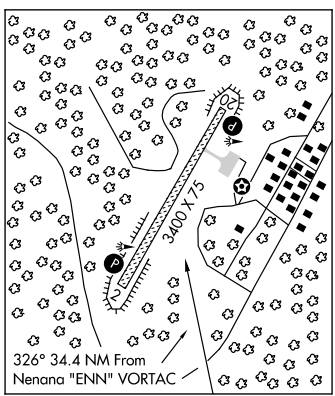
MILL BAY BC N48°40.26′ W123°32.21′ SEATTLE
NDB(MHW) 293 MB 089° 4.6 NM to Victoria Intl./19E. L–1D, 1E

§ **MINCHUMINA** (MHM) (PAMH) 0 SE N63°53.16′ W152°18.11′ UTC−9(−8DT) McGRATH
P 678 BL4, 12① 42(GVL) 03–21 H–1B, 2K, L–3D
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter, monitor CTAF. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03—CTAF. ①Rwy 03, TCH 35′ GS 3.0°. IAP
WEATHER DATA SOURCES —(AWOS–3 135.55 907–674–3315) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM MHM)
RCO —122.2 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —319.2 120.9
RADIO AIDS TO NAVIGATION
NDB(HW) 227 MHM N63°53.03′ W152°18.99′ At Fld./21E.
NDB unusable:
230°–240° 345°–355° byd 25 NM
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



MINERAL CREEK N61°07.45′ W146°21.13′ ANCHORAGE
NDB(MHW) 524 MNL 057° 3.1 NM to Valdez Pioneer Field. 16/22E. L–1A, 3E, 4H
NDB unusable:
320°–010° beyond 15 NM

§ **MINTO AL WRIGHT** (51Z) 1 E N65°08.89′ W149°22.12′ UTC−9(−8DT) FAIRBANKS
P 495 BL4, 10①, 12② 34(GVL) 02–20 L–3A, 3D, 4J
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. CAUTION: Winds are erratic at this arpt. Snow removal ops during winter monitor—CTAF. ACTIVATE MIRL Rwy 02–20, REIL and PAPI Rwy 02 and Rwy 20 and rotating bcn—CTAF. ①Rwy 02 and Rwy 20. Rwy 02, TCH 26′. GA 3.0°. Rwy 20, TCH 26′. GA 3.0°.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



NDB MHM 227	APP CRS 003°	Rwy Idg 4200 TDZE 678 Apt Elev 678

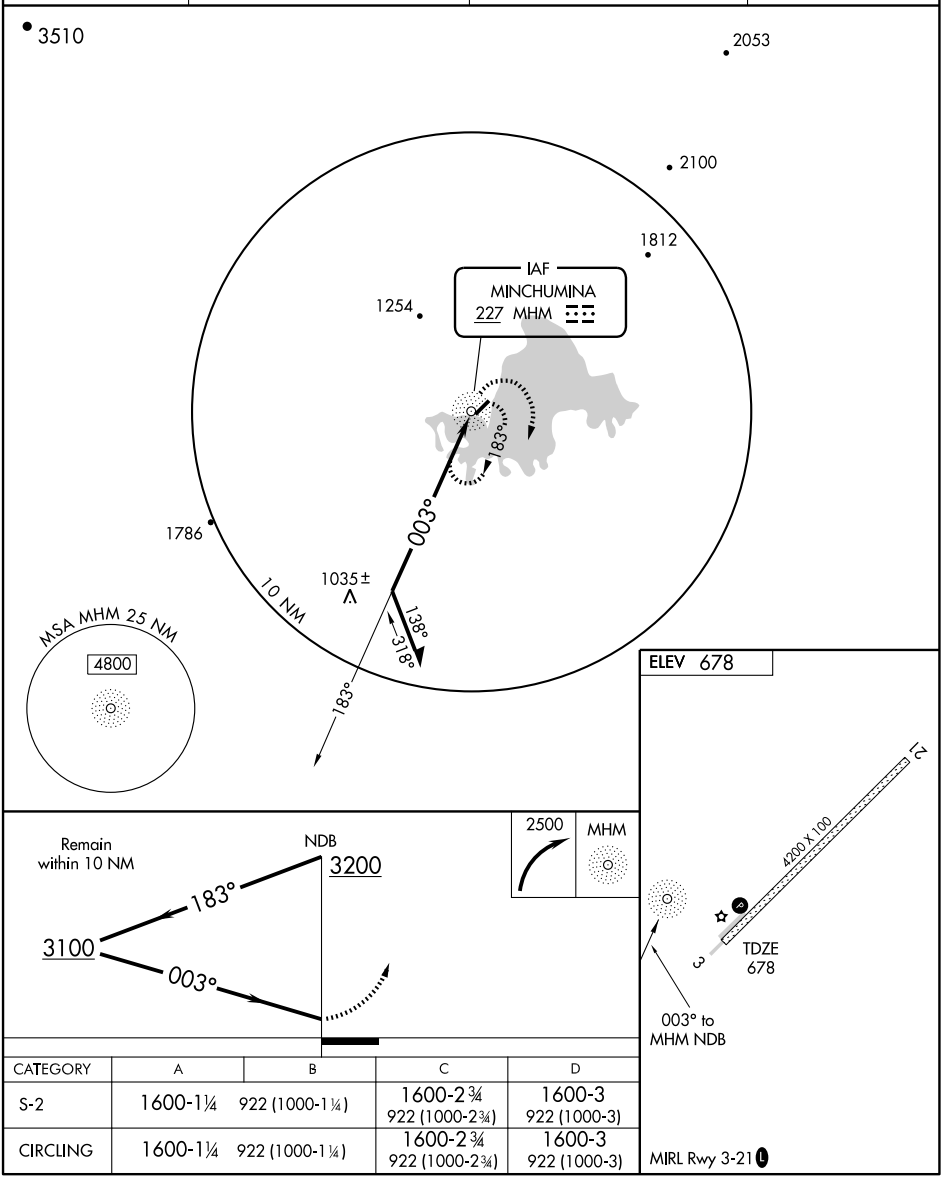
NDB RWY 3

MINCHUMINA (MHM) (PAMH)

Circling NA west of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 2500 in MHM NDB holding pattern.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.55	120.9 319.2	122.2	122.9 L



CATEGORY	A	B	C	D
S-2	1600-1¼	922 (1000-1¼)	1600-2¾ 922 (1000-2¾)	1600-3 922 (1000-3)
CIRCLING	1600-1¼	922 (1000-1¼)	1600-2¾ 922 (1000-2¾)	1600-3 922 (1000-3)

MIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

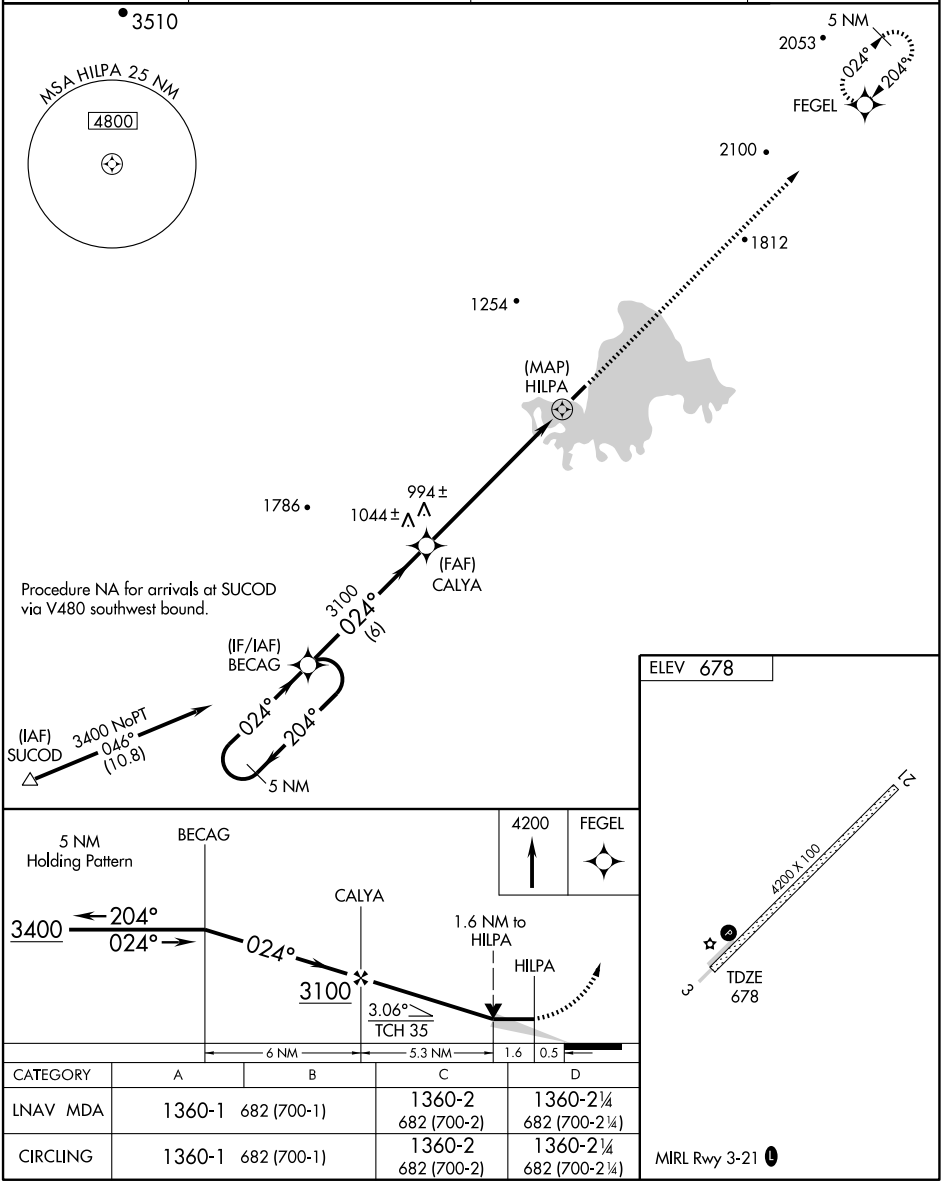
RNAV (GPS) RWY 3
MINCHUMINA (MHM) (PAMH)

APP CRS	Rwy Idg	4200
024°	TDZE	678
	Apt Elev	678

DME/DME RNP-0.3 NA.
Circling NA west of Rwy 3-21.

MISSED APPROACH: Climb to 4200 direct FEGEL and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.55	120.9 319.2	122.2	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1360-1	682 (700-1)	1360-2 682 (700-2)	1360-2¼ 682 (700-2¼)
CIRCLING	1360-1	682 (700-1)	1360-2 682 (700-2)	1360-2¼ 682 (700-2¼)

MIRL Rwy 3-21 (L)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

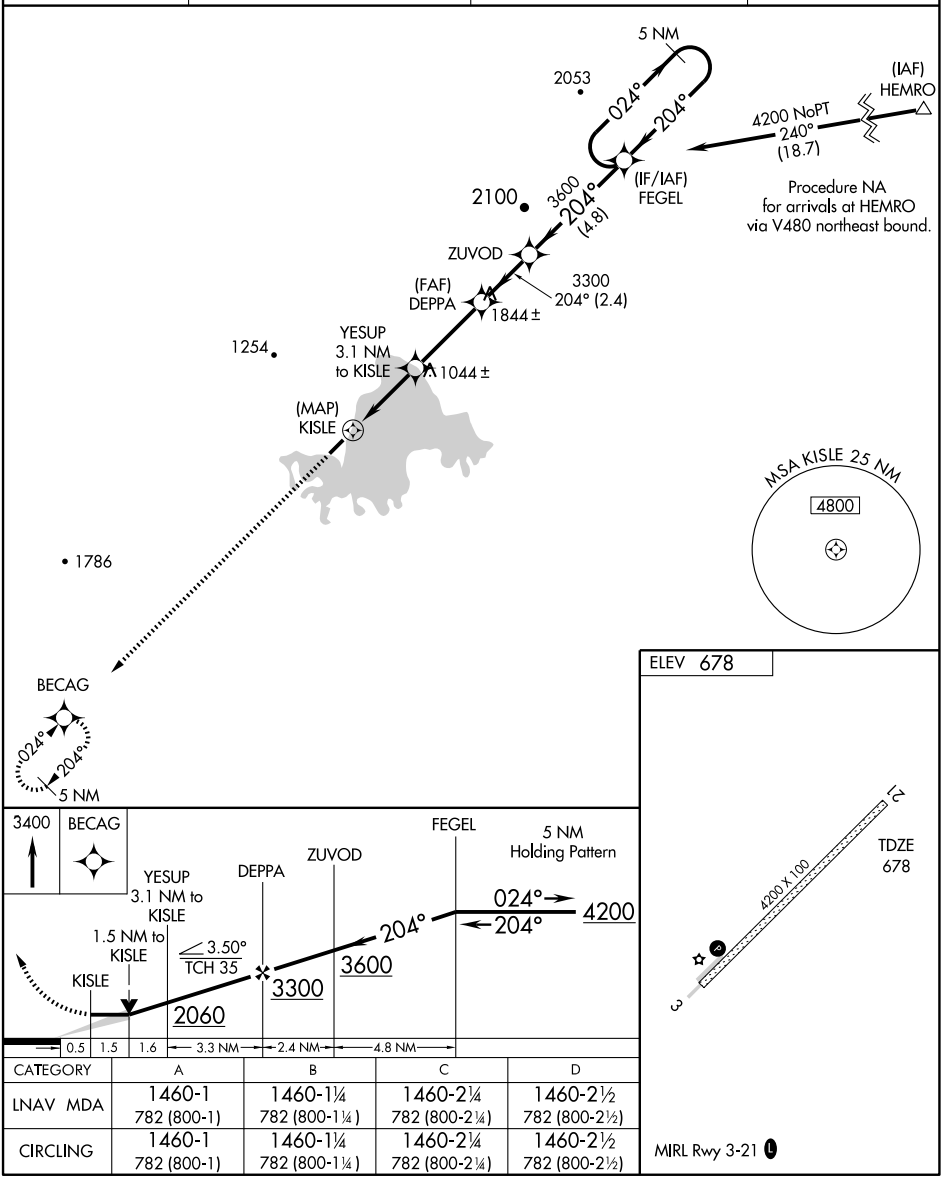
APP CRS	Rwy Idg	4200
204°	TDZE	678
	Apt Elev	678

RNAV (GPS) RWY 21
MINCHUMINA (MHM) (PAMH)

DME/DME RNP-0.3 NA.
Circling NA west of Rwy 3-21.

MISSED APPROACH: Climb to 3400 direct BECAG and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.55	120.9 319.2	122.2	122.9 L

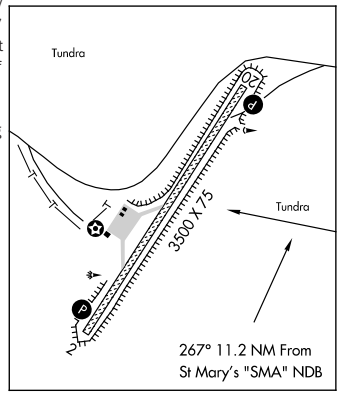


CATEGORY	A	B	C	D
LNAV MDA	1460-1 782 (800-1)	1460-1¼ 782 (800-1¼)	1460-2¼ 782 (800-2¼)	1460-2½ 782 (800-2½)
CIRCLING	1460-1 782 (800-1)	1460-1¼ 782 (800-1¼)	1460-2¼ 782 (800-2¼)	1460-2½ 782 (800-2½)

MIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **MOUNTAIN VILLAGE** (MOU) (PAMO) 2 NE N62°05.72′ W163°40.92′ UTC−9(−8DT) **BETHEL**
P 337 BL4, 10, 12① 35(GVL) 02–20 **L–3C**
AIRPORT REMARKS –Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy is under construction. Only the east side is usable. Rwy 02 slope 1.1% up NE. There is a 48′ high mount of rocks the length of the rwy immediately to the west side of the rwy and a 15′ drop off immediately to the east side of the rwy. The rwy sfc has some rocks greater than 3′ in diameter. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and Rwy 20 and rotating bcn—CTAF. Due to construction, most of the lighting along the sides of the rwy is either damaged or missing. ①Rwy 02, TCH 25′. GS 3.0°. Rwy 20, TCH 25′. GS 3.0°. **IAP**
WEATHER DATA SOURCES—(ASOS 118.35 907–591–2511) (WX CAM).
COMMUNICATIONS–(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MOU)
ST. MARY'S RCO—122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —124.0
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



MOUNT EDGECUMBE N57°02.84′ W135°21.95′ **JUNEAU**
NDB (MHW) 414 IME At Sitka Rocky Gutierrez. 18/23E. **L–1C**
NDB unusable:
320°–140° byd 15 NM blw 6,000′.

MOUNT EYAK N60°32.99′ W145°44.50′ **WHITEHORSE**
RCO —122.5 (JUNEAU FSS) **L–1A, 3E, 4H**

MOUNT FAIRPLAY N63°40.48′ W142°13.14′ **ANCHORAGE**
RCO —121.3 (NORTHWAY FSS) **L–1A, 3E**

MOUNT FANSHAW N57°12.48′ W133°27.10′ **JUNEAU**
RCO —121.0 (JUNEAU FSS) **L–1C**

MOUNT MOFFETT N51°52.31′ W176°40.56′ **WESTERN ALEUTIAN IS**
NDB (HW/DME) 530 ADK Chan 87 065° 1.2 NM to ADAK. 332/7E. **H–2H, L–2H**
DME unusable:
001°–020° byd 15NM
080°–300° byd 20 NM
300°–340°
340°–360° byd 20 NM

MURPHY DOME N64°56.97′ W148°21.15′ **FAIRBANKS**
RCO —122.3 (FAIRBANKS FSS) **L–3A, 3D, 4J**

MURPHYS PULLOUT SEAPLANE (See KETCHIKAN)

NABESNA N62°57.95′ W141°53.30′ **ANCHORAGE**
NDB(HW) 390 AES 232° 1.1 NM to Northway./24E. **H–1B, L–1A, 3E**

NAKED ISLAND RCO N60°38.78′ W147°20.72′ **ANCHORAGE**
RCO 122.3 (JUNEAU FSS) **L–3A, 3D, 4G**

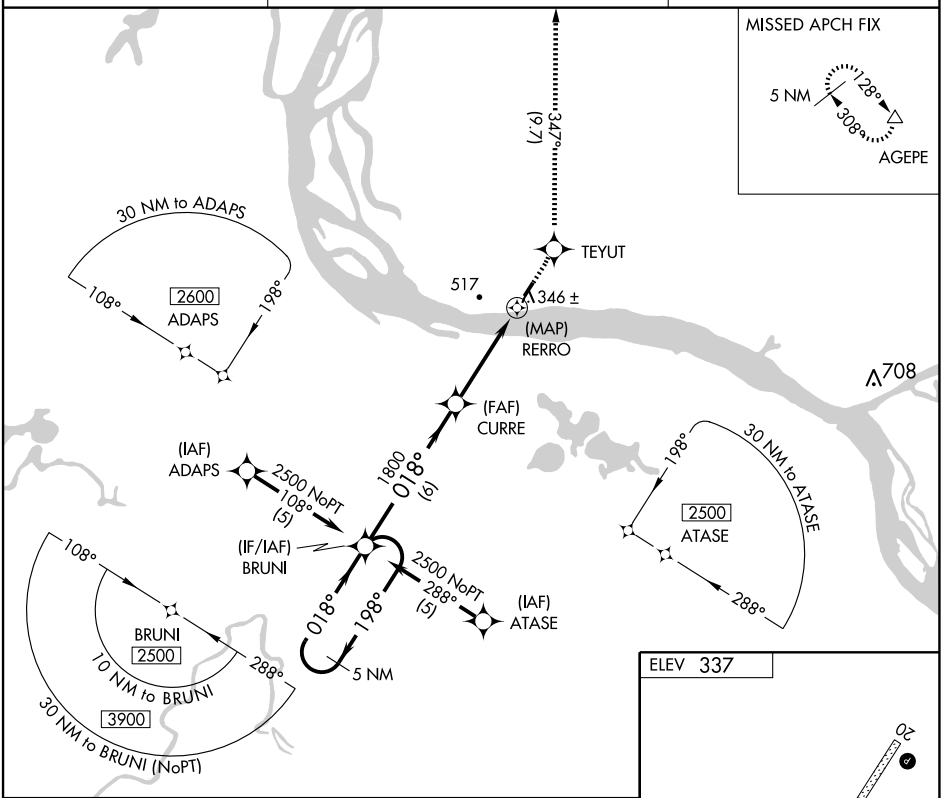
APP CRS	Rwy Idg	3500
018°	TDZE	332
	Apt Elev	337

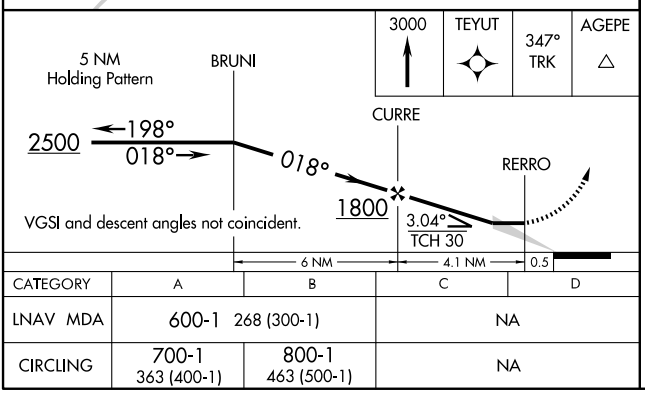
RNAV (GPS) RWY 2
MOUNTAIN VILLAGE (MOU) (PAMO)

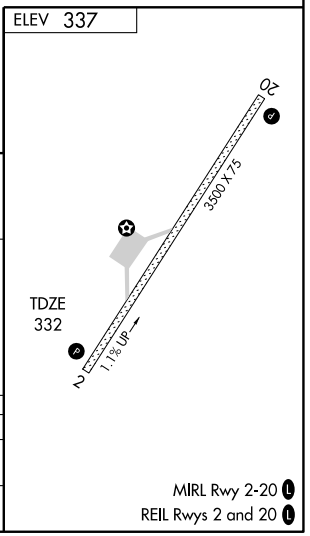
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct TEYUT and via 347° track to AGEPE and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.35	124.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	600-1 268 (300-1)		NA	
CIRCLING	700-1 363 (400-1)	800-1 463 (500-1)	NA	

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
199°	TDZE	337
	Apt Elev	337

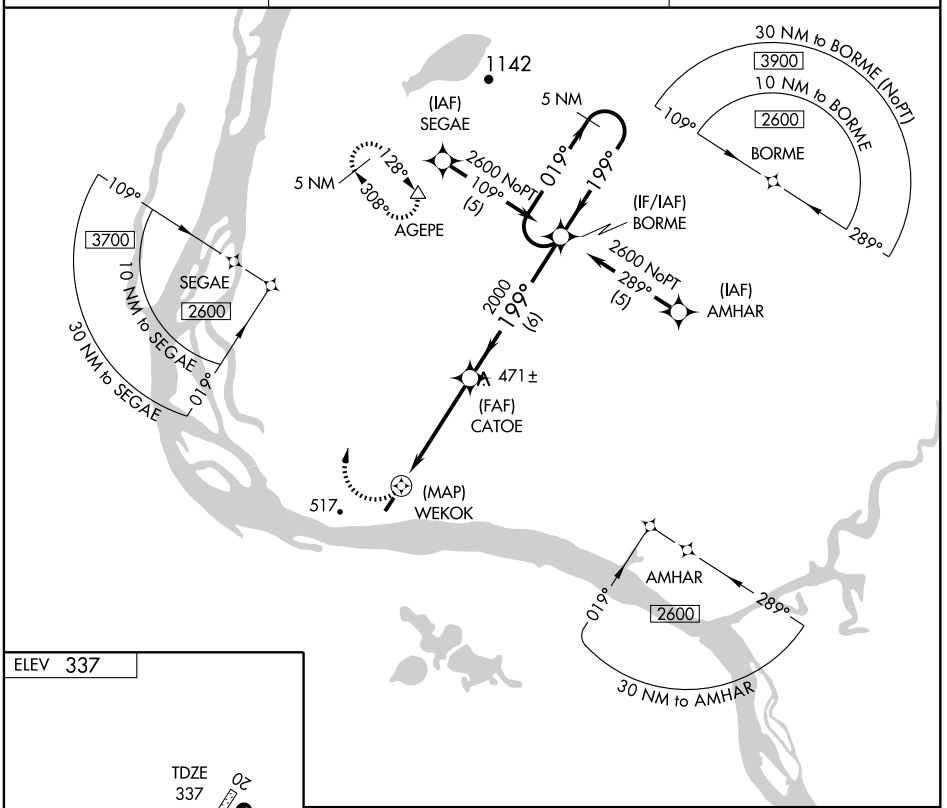
RNAV (GPS) RWY 20
MOUNTAIN VILLAGE (MOU) (PAMO)

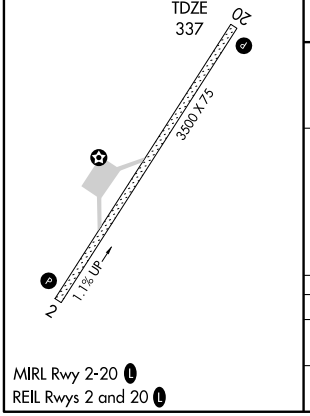
DME/DME RNP-0.3 NA. If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 40 feet. VDP NA with St. Mary's altimeter setting.

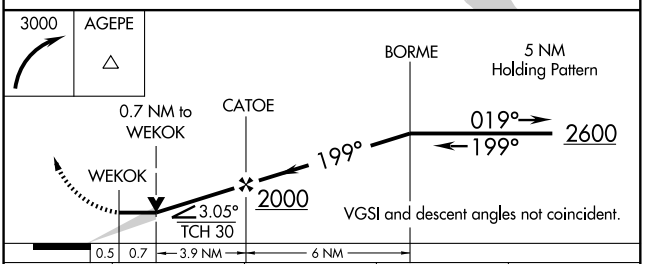
MISSED APPROACH: Climbing right turn to 3000 direct AGEPE and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.35	124.0	122.9 L

AK, 23 SEP 2010 to 18 NOV 2010





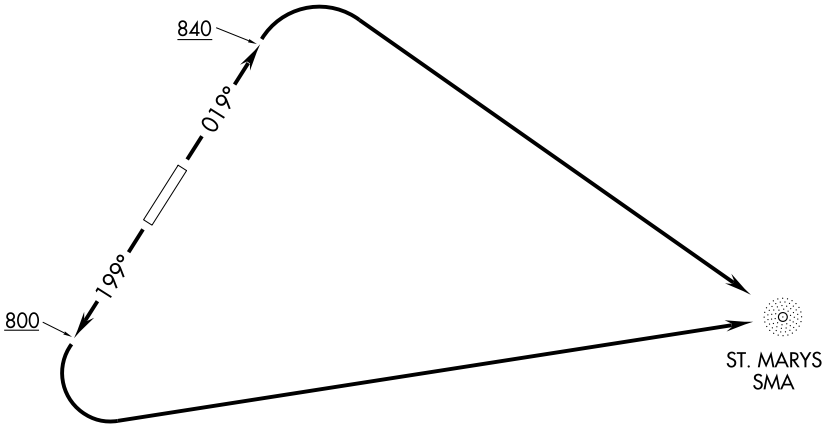


CATEGORY	A	B	C	D
LNAV MDA	740-1 403 (500-1)		NA	
CIRCLING	740-1 403 (500-1)	800-1 463 (500-1)	NA	

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

ST. MARYS ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.0
ASOS
118.35



TAKE-OFF MINIMUMS
Rwy 2, 20: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES
Rwy 2: Vehicle on road abeam DER, 250' left of centerline, 15' AGL/364' MSL.
Rwy 20: Bushes beginning 100' from DER, 35' right of centerline, up to 15' AGL/314' MSL.
Bushes beginning 140' from DER, 124' left of centerline, up to 15' AGL/314' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 019° to 840, then climbing right turn direct SMA NDB, Thence....
TAKE-OFF RUNWAY 20: Climb heading 199° to 800, then climbing left turn direct SMA NDB, Thence....

....Maintain 3000 or ATC assigned altitude.

AK, 23 SEP 2010 to 18 NOV 2010

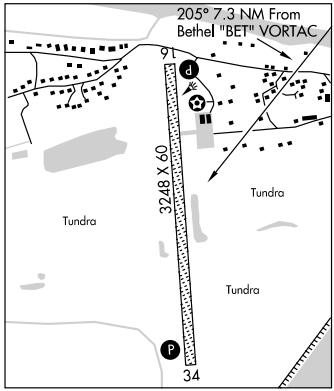
§ **NAPAKIAK** (WNA) (PANA) 0 W N60°41.42′ W161°58.71′ UTC−9(−8DT) McGRATH
P 17 BL4, 10①, 12② 32(GVL) 16–34 L–3C
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 16–34 south 1500′ 6″ dips. Windsock unreliable. Rwy 16 and Rwy 34 NSTD markings, rwy marked with lights, cones and thld panels. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34 and rotating beacon—CTAF. ①Rwy 16, Rwy 34.②Rwy 16, TCH 26′ GA 3.0°. Rwy 34, TCH 25′. GA 3.0°.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON —372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



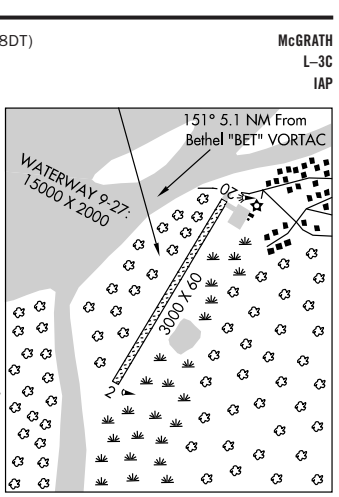
§ **NAPASKIAK** (PKA) (PAPK) 0 S N60°42.18′ W161°46.70′ UTC−9(−8DT) McGRATH
P 24 BL4 30 (GVL) 02–20 L–3C
IAP

AIRPORT REMARKS —Unattended. Rwy 02–20 condition not monitored, recommend visual inspection prior to use. Rwy rough due to dips and ruts and floods in Spring. Rwy 02–20 floods in spring. First 600′ Rwy 02 has 5′ high brush 15′ from rwy edge. Watch for nets and boats in river; area in front of village unusable for Float planes. Barge landing site north end of rwy. Machinery and large supplies may be stored in area. Rwy 02 windsock obscured by trees and unreliable. ACTIVATE MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP —372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NAPASKIAK SEAPLANE** 0 S N60°42.18′ W161°46.70′
UTC−9(−8DT)
P 10 –150 09–27

SEAPLANE REMARKS —Unattended. Watch for nets and boats in river area in front of village unusable for float planes.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

WAAS	APP CRS	Rwy Idg	3248
CH 69409	162°	TDZE	17
W16A		Apt Elev	17

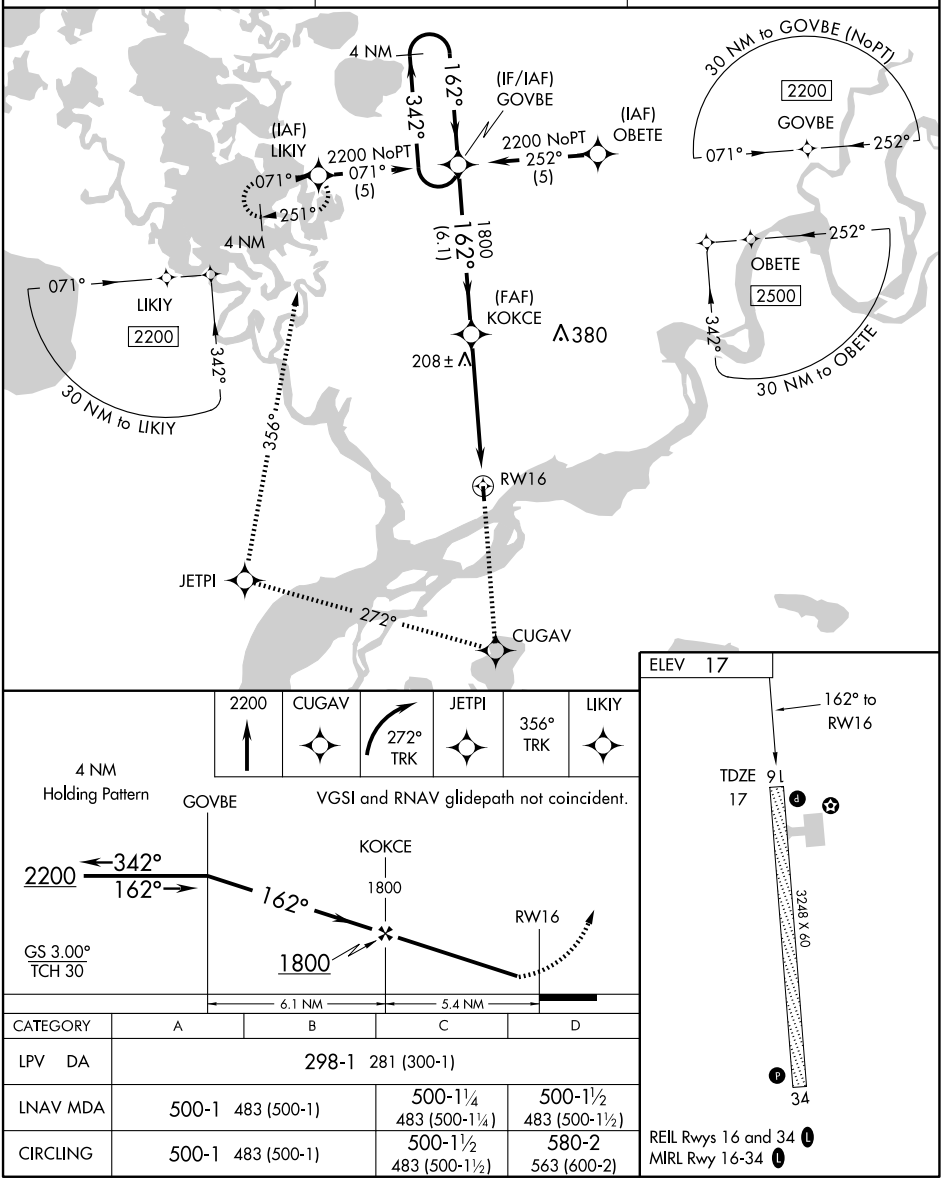
RNAV (GPS) RWY 16
NAPAKIAK (WNA) (PANA)

TAN W — NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2200 direct CUGAV and right turn via 272° track to JETPI and via 356° track to LIKIY and hold.

BETHEL ASOS	ANCHORAGE CENTER	CTAF
119.80	125.2 372.0	122.9 L



2200	CUGAV	272° TRK	JETPI	356° TRK	LIKIY

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
LPV DA	298-1 281 (300-1)			
LNAV MDA	500-1 483 (500-1)		500-1¼ 483 (500-1¼)	500-1½ 483 (500-1½)
CIRCLING	500-1 483 (500-1)		500-1½ 483 (500-1½)	580-2 563 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3248
CH 40209	342°	TDZE	17
W34A		Apt Elev	17

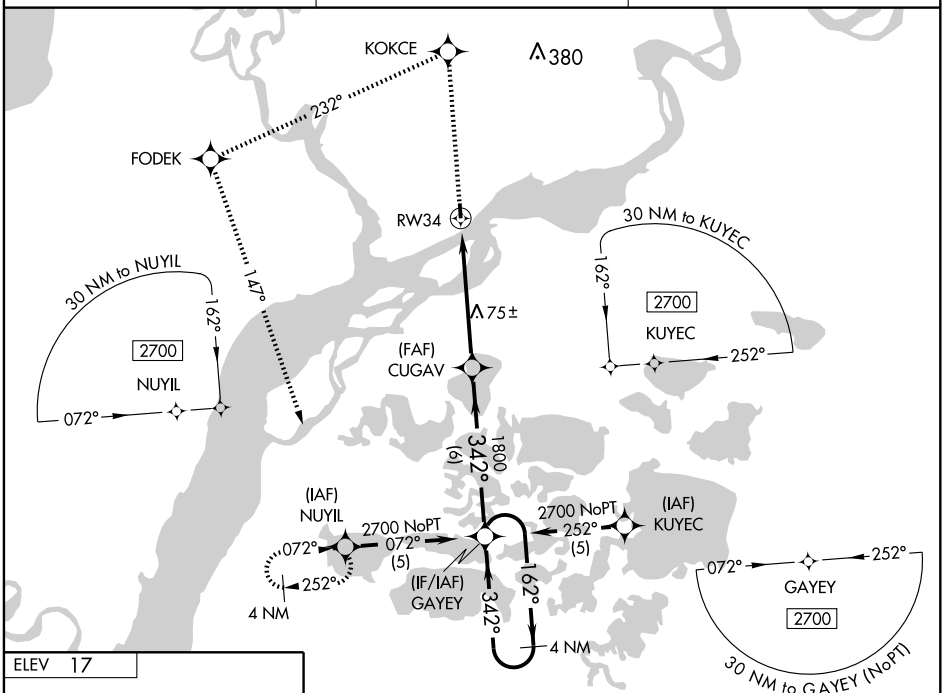
RNAV (GPS) RWY 34
NAPAKIAK (WNA) (PANA)

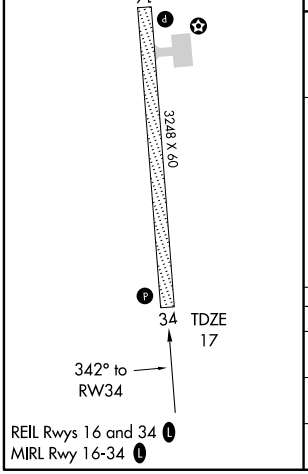
TAN W — NA

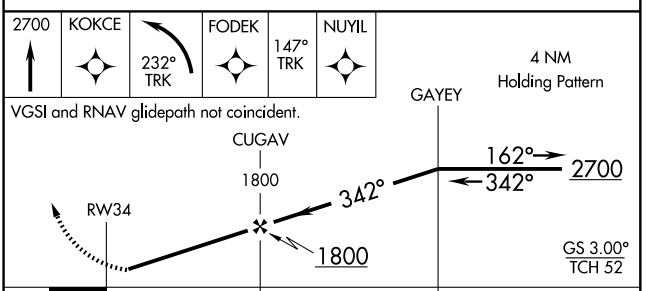
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2700 direct KOKCE and left turn via 232° track to FODEK and via 147° track to NUYIL and hold.

BETHEL ASOS	ANCHORAGE CENTER	CTAF
119.80	125.2 372.0	122.9 L







CATEGORY	A	B	C	D
LPV DA	298-1 281 (300-1)			
LNAV MDA	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	500-1 483 (500-1)		500-1½ 483 (500-1½)	580-2 563 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

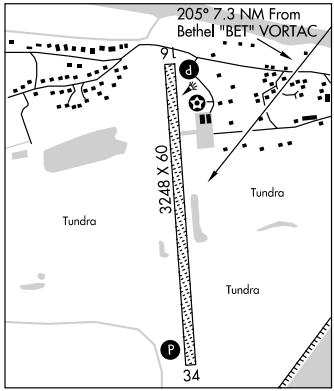
§ **NAPAKIAK** (WNA) (PANA) 0 W N60°41.42′ W161°58.71′ UTC−9(−8DT) McGRATH
P 17 BL4, 10①, 12② 32(GVL) 16–34 L–3C
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 16–34 south 1500′ 6″ dips. Windsock unreliable. Rwy 16 and Rwy 34 NSTD markings, rwy marked with lights, cones and thld panels. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34 and rotating beacon—CTAF. ①Rwy 16, Rwy 34.②Rwy 16, TCH 26′ GA 3.0°. Rwy 34, TCH 25′. GA 3.0°.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP CON —372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



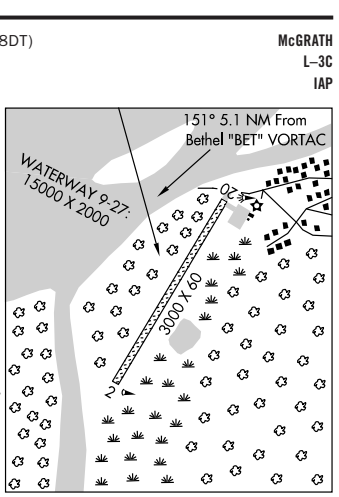
§ **NAPASKIAK** (PKA) (PAPK) 0 S N60°42.18′ W161°46.70′ UTC−9(−8DT) McGRATH
P 24 BL4 30 (GVL) 02–20 L–3C
IAP

AIRPORT REMARKS —Unattended. Rwy 02–20 condition not monitored, recommend visual inspection prior to use. Rwy rough due to dips and ruts and floods in Spring. Rwy 02–20 floods in spring. First 600′ Rwy 02 has 5′ high brush 15′ from rwy edge. Watch for nets and boats in river; area in front of village unusable for Float planes. Barge landing site north end of rwy. Machinery and large supplies may be stored in area. Rwy 02 windsock obscured by trees and unreliable. ACTIVATE MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
ANCHORAGE CENTER APP/DEP —372.0 125.2

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NAPASKIAK SEAPLANE** 0 S N60°42.18′ W161°46.70′
UTC−9(−8DT)
P 10 –150 09–27

SEAPLANE REMARKS —Unattended. Watch for nets and boats in river area in front of village unusable for float planes.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

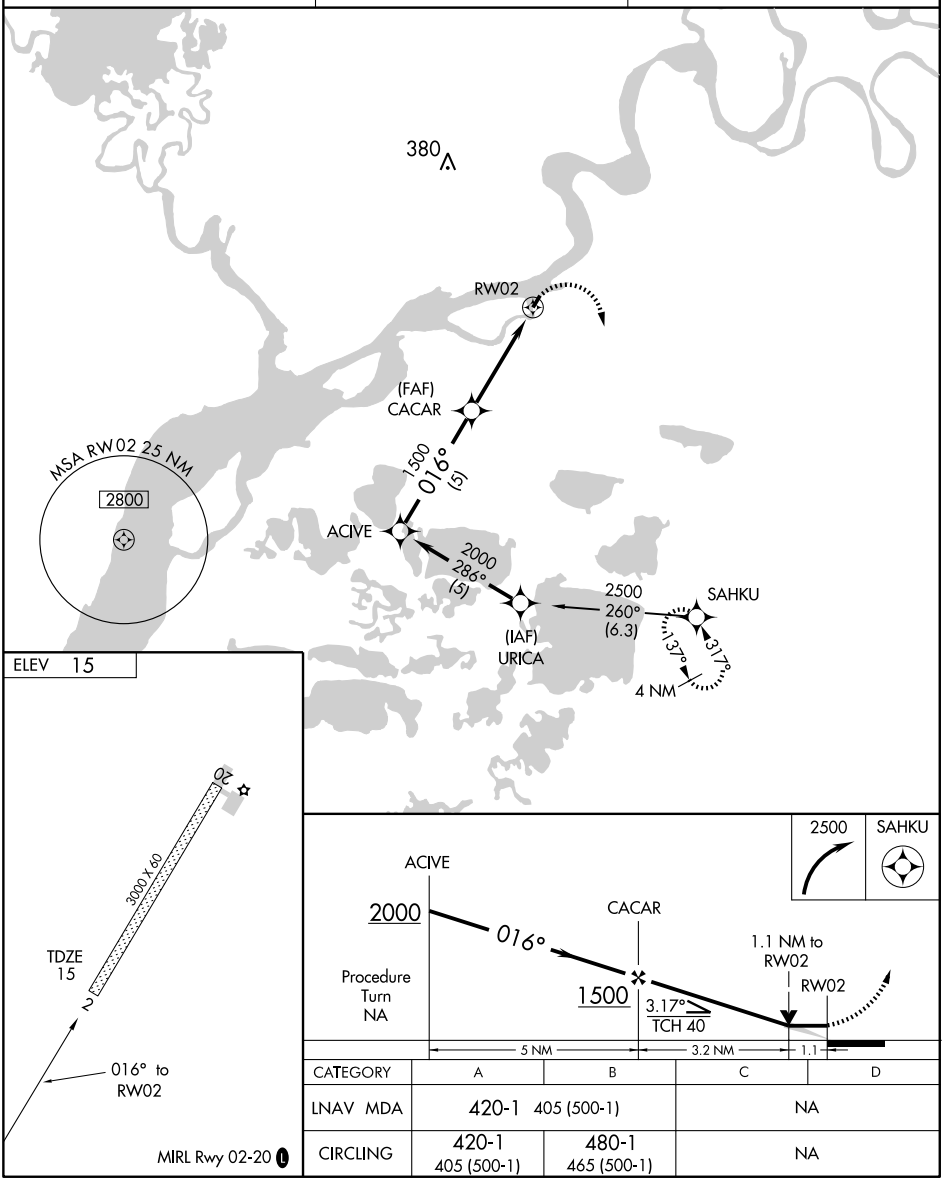
APP CRS	Rwy Idg	3000
016°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 2
NAPASKIAK (PKA) (PAPK)

NA Use Bethel altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct SAHKU WP and hold.

BETHEL ATIS	ANCHORAGE CENTER	CTAF
119.8	125.2 372.0	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		NA	
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	NA	

AK, 23 SEP 2010 to 18 NOV 2010

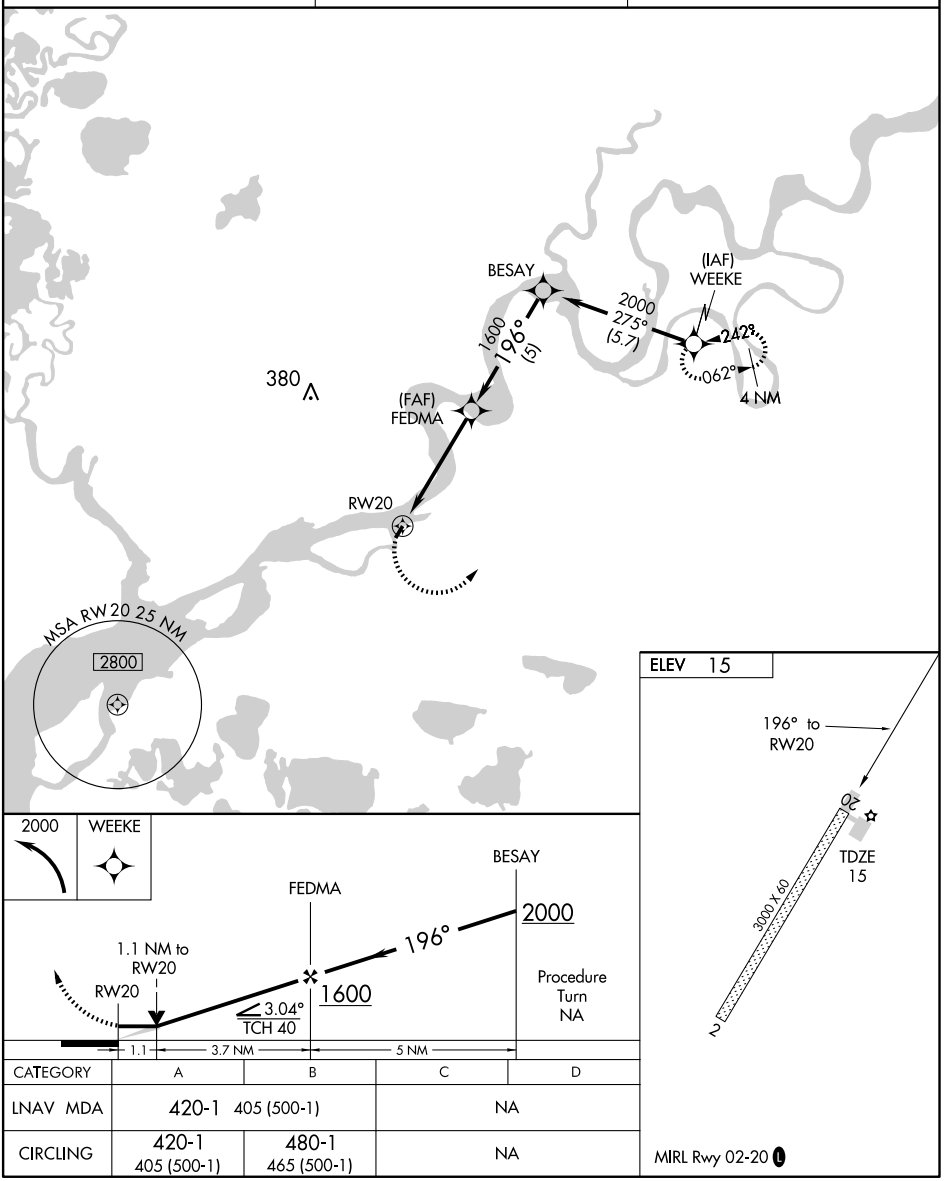
APP CRS	Rwy Idg	3000
196°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 20
NAPASKIAK (PKA) (PAPK)

NA
Use Bethel altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct WEEKE WP and hold.

BETHEL ATIS	ANCHORAGE CENTER	CTAF
119.8	125.2 372.0	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		NA	
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	NA	

MIRL Rwy 02-20 (L)

AK, 23 SEP 2010 to 18 NOV 2010

§ **NELSON LAGOON** (OUL) (PAOU) 1 E N56°00.45′ W161°09.62′ UTC−9(−8DT) **ANCHORAGE**
P 14 BL4 40(GVL) 08–26 **H–2J, L–2I**
FUEL —(100LL) **IAP**

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Large seabirds along beach adjacent to rwy. Rwy 8–26, first 300′ of Rwy 8 soft in middle. ACTIVATE MIRL Rwy 08–26 and rotating bcn—CTAF.

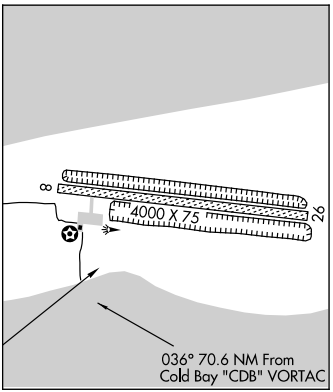
WEATHER DATA SOURCES—(ASOS 119.025 907–989–2227) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM OUL OT CTC KENAI ENA)

RCO —122.4 (COLD BAY FSS) Oprs 1700–0300Z‡ OT ctc Kenai FSS.

ANCHORAGE CENTER APP/DEP —278.3 118.5

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NENANA MUNI** (ENN) (PANN) 1 S N64°32.84′ W149°04.44′ UTC−9(−8DT) **FAIRBANKS**
P 362 BL4, 10①, 12② H46(ASP) 04L–22R S160, 04R–22L, 04W–22W **H–1B, 2K, L–3A, 3D, 4J**
IAP

AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡. Rwy 04R–22L in summer full length may not be available due to being soft, avbl for ski use when frozen. Rwy 04L frost heaves at aiming points approximately 1050′ to 1275′ from rwy thld. Rwy 04R–22L maintained, grass growing on rwy sfc 12″ to 36″ tall. Shallow water near float pond ramp area. Rwy 04L rgt tfc. Apt lgts opr dusk–0900Z‡. MIRL Rwy 04L–22R preset low intensity dusk–0900. ACTIVATE higher intensity and PAPI and REIL Rwys 04L and 22R—CTAF. After 0900Z‡ ACTIVATE MIRL Rwy 04L–22R, PAPI and REIL Rwys 04L and 22R—CTAF. ①Rwys 04L–22R. ②Rwy 04L, TCH 35′. GS 3.0°. Rwy 22R, TCH 35′. GS 3.0°.

WEATHER DATA SOURCES—(ASOS 125.2 907–832–5586) (TWEB ENN 115.8). (WX CAM).

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS FAIRBANKS FAI–NOTAM ENN)

RCO —122.5 **(V)** (FAIRBANKS FSS)

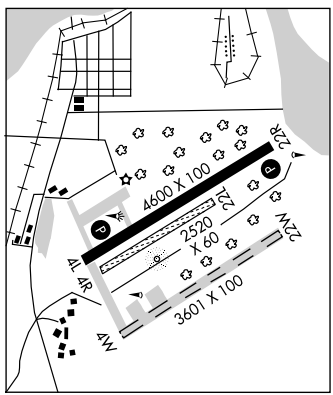
FAIRBANKS APP/DEP CON —363.2 125.35

RADIO AIDS TO NAVIGATION

(H)ABVORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 160° 2.6 NM to Fld.1600/21E. **TWEB.**
VOR portion unusable:
086°–096° byd 34 NM blw 5000′.

ICE POOL NDB(MHW) 525 ICW N64°32.74′ W149°04.61′ At Fld. 361/21E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



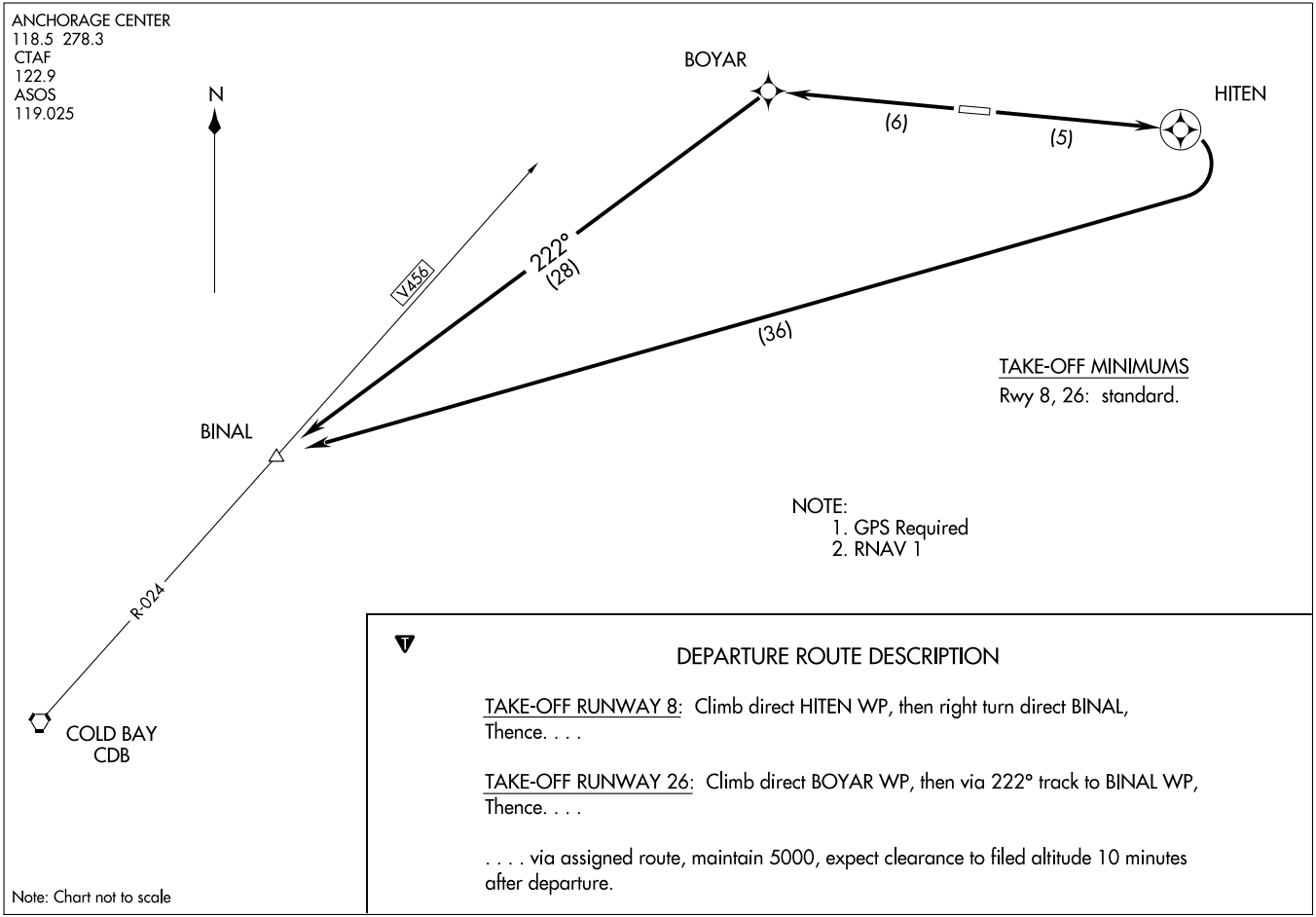
NEWBERG OR N45°21.19′ W122°58.69′ **SEATTLE**
(H)VORW/DME 117.4 UBG Chan 121 105° 10.9 NM to Aurora State. 1440/21E. **HIWAS.** **H–1E**
RCO 122.45 (MCMINNVILLE FSS)

BINAL ONE DEPARTURE (RNAV) (OBSTACLE)

(BINAL1.BINAL) 09127

NELSON LAGOON (OUL) (PAOU)

NELSON LAGOON, ALASKA



BINAL ONE DEPARTURE (RNAV) (OBSTACLE)

(BINAL1.BINAL) 09127

SL-9293 (FAA)

NELSON LAGOON (OUL) (PAOU)

NELSON LAGOON, ALASKA

APP CRS	Rwy Idg	4000
081°	TDZE	14
	Apt Elev	14

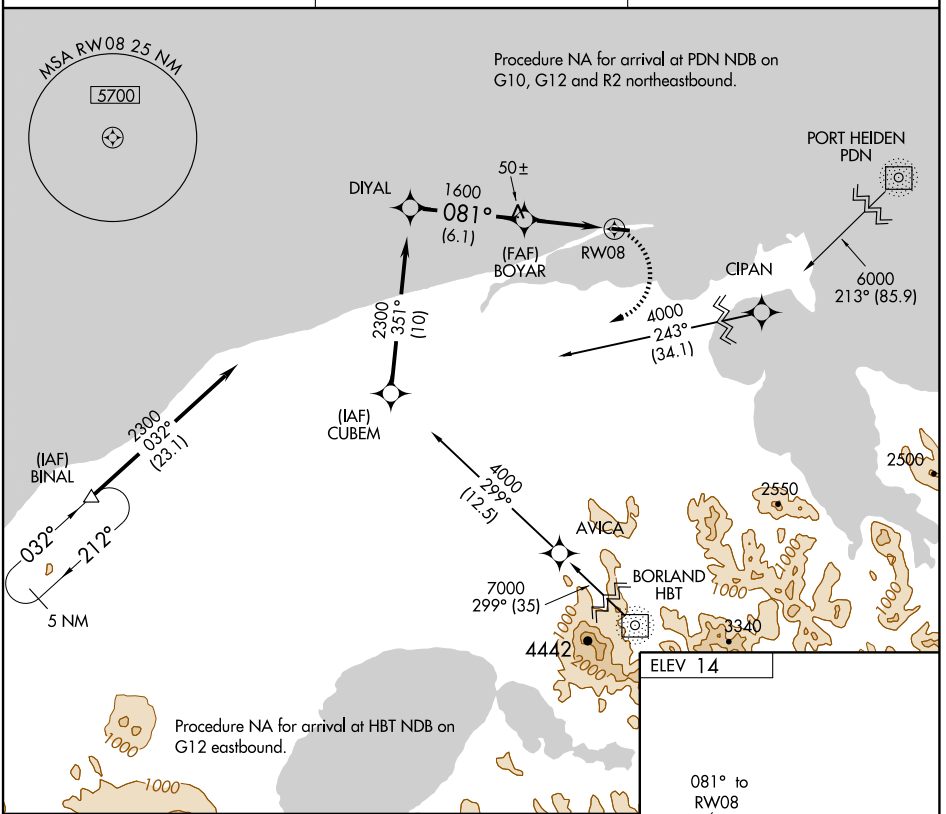
RNAV (GPS) RWY 8
NELSON LAGOON (OUL) (PAOU)

▼ NA

If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct BINAL WP and hold.

ASOS	ANCHORAGE CENTER	CTAF
119.025	118.5 278.3	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1040-1¼ 1026 (1100-1¼)	1040-1½ 1026 (1100-1½)	NA	
CIRCLING	1080-1¼ 1066 (1100-1¼)	1080-1½ 1066 (1100-1½)	NA	

MIRL Rwy 8-26 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

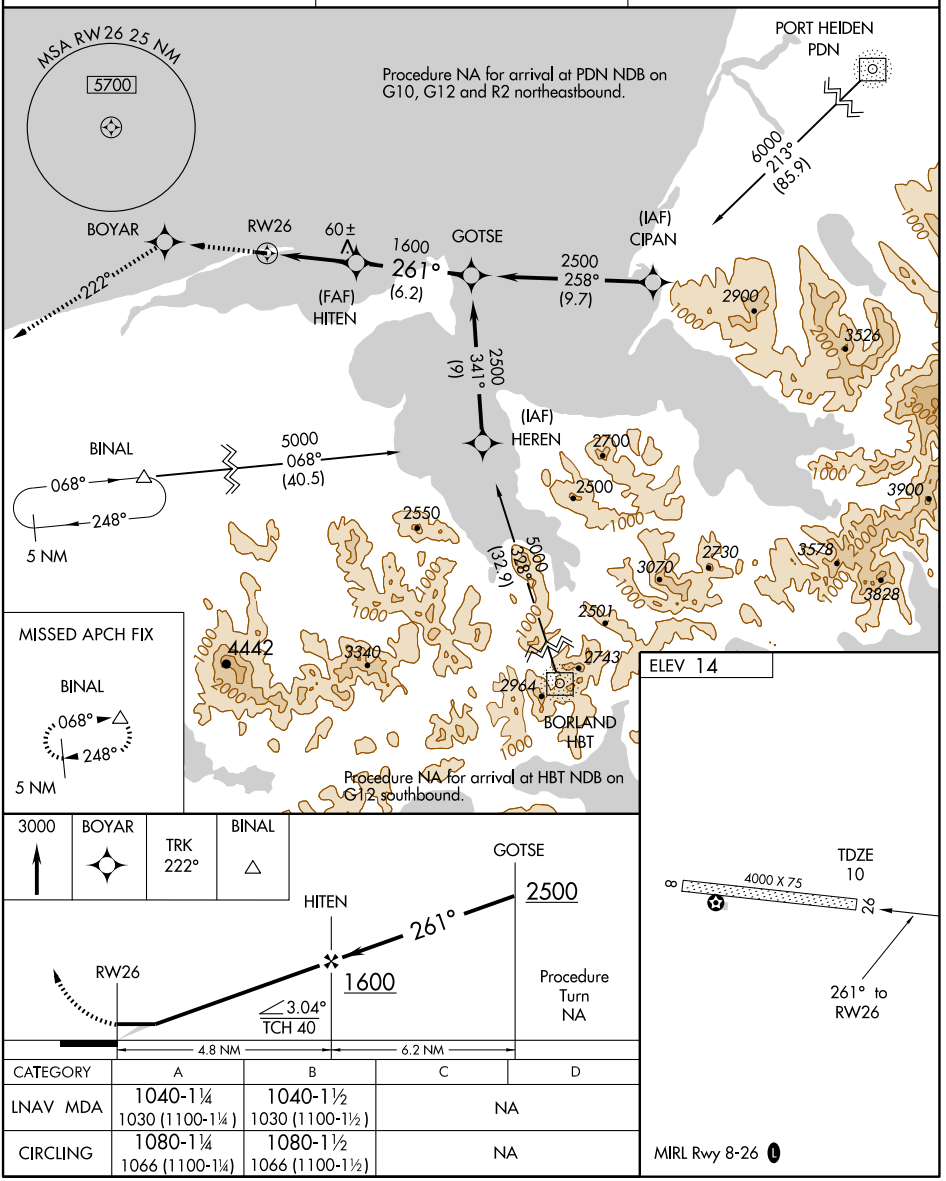
NELSON LAGOON (OUL) (PAOU)

APP CRS	Rwy Idg	4000
261°	TDZE	10
	Apt Elev	14

NA — If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME or RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BOYAR WP and via 222° track to BINAL WP and hold.

ASOS	ANCHORAGE CENTER	CTAF
119.025	118.5 278.3	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1040-1¼ 1030 (1100-1¼)	1040-1½ 1030 (1100-1½)	NA	
CIRCLING	1080-1¼ 1066 (1100-1¼)	1080-1½ 1066 (1100-1½)	NA	

MIRL Rwy 8-26 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **NELSON LAGOON** (OUL) (PAOU) 1 E N56°00.45′ W161°09.62′ UTC−9(−8DT) **ANCHORAGE**
P 14 BL4 40(GVL) 08–26 **H–2J, L–2I**
FUEL —(100LL) **IAP**

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Large seabirds along beach adjacent to rwy. Rwy 8–26, first 300′ of Rwy 8 soft in middle. ACTIVATE MIRL Rwy 08–26 and rotating bcn—CTAF.

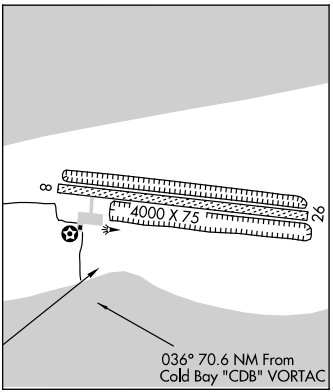
WEATHER DATA SOURCES—(ASOS 119.025 907–989–2227) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM OUL OT CTC KENAI ENA)

RCO —122.4 (COLD BAY FSS) Oprs 1700–0300Z‡ OT ctc Kenai FSS.

ANCHORAGE CENTER APP/DEP —278.3 118.5

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NENANA MUNI** (ENN) (PANN) 1 S N64°32.84′ W149°04.44′ UTC−9(−8DT) **FAIRBANKS**
P 362 BL4, 10①, 12② H46(ASP) 04L–22R S160, 04R–22L, 04W–22W **H–1B, 2K, L–3A, 3D, 4J**
IAP

AIRPORT REMARKS —Attended Mon–Fri 1700–0200Z‡. Rwy 04R–22L in summer full length may not be available due to being soft, avbl for ski use when frozen. Rwy 04L frost heaves at aiming points approximately 1050′ to 1275′ from rwy thld. Rwy 04R–22L maintained, grass growing on rwy sfc 12″ to 36″ tall. Shallow water near float pond ramp area. Rwy 04L rgt tfc. Apt lgts opr dusk–0900Z‡. MIRL Rwy 04L–22R preset low intensity dusk–0900. ACTIVATE higher intensity and PAPI and REIL Rwys 04L and 22R—CTAF. After 0900Z‡ ACTIVATE MIRL Rwy 04L–22R, PAPI and REIL Rwys 04L and 22R—CTAF. ①Rwys 04L–22R. ②Rwy 04L, TCH 35′. GS 3.0°. Rwy 22R, TCH 35′. GS 3.0°.

WEATHER DATA SOURCES—(ASOS 125.2 907–832–5586) (TWEB ENN 115.8). (WX CAM).

COMMUNICATIONS—(CTAF 122.1) (TIE–IN FSS FAIRBANKS FAI–NOTAM ENN)

RCO —122.5 **(V)** (FAIRBANKS FSS)

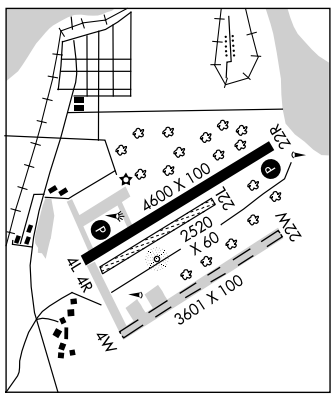
FAIRBANKS APP/DEP CON —363.2 125.35

RADIO AIDS TO NAVIGATION

(H)ABVORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 160° 2.6 NM to Fld.1600/21E. **TWEB.**
VOR portion unusable:
086°–096° byd 34 NM blw 5000′.

ICE POOL NDB(MHW) 525 ICW N64°32.74′ W149°04.61′ At Fld. 361/21E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



NEWBERG OR N45°21.19′ W122°58.69′ **SEATTLE**
(H)VORW/DME 117.4 UBG Chan 121 105° 10.9 NM to Aurora State. 1440/21E. **HIWAS.** **H–1E**
RCO 122.45 (MCMINNVILLE FSS)

NDB ICW	APP CRS	Rwy Idg	4600
525	048°	TDZE	368
		Apt Elev	368

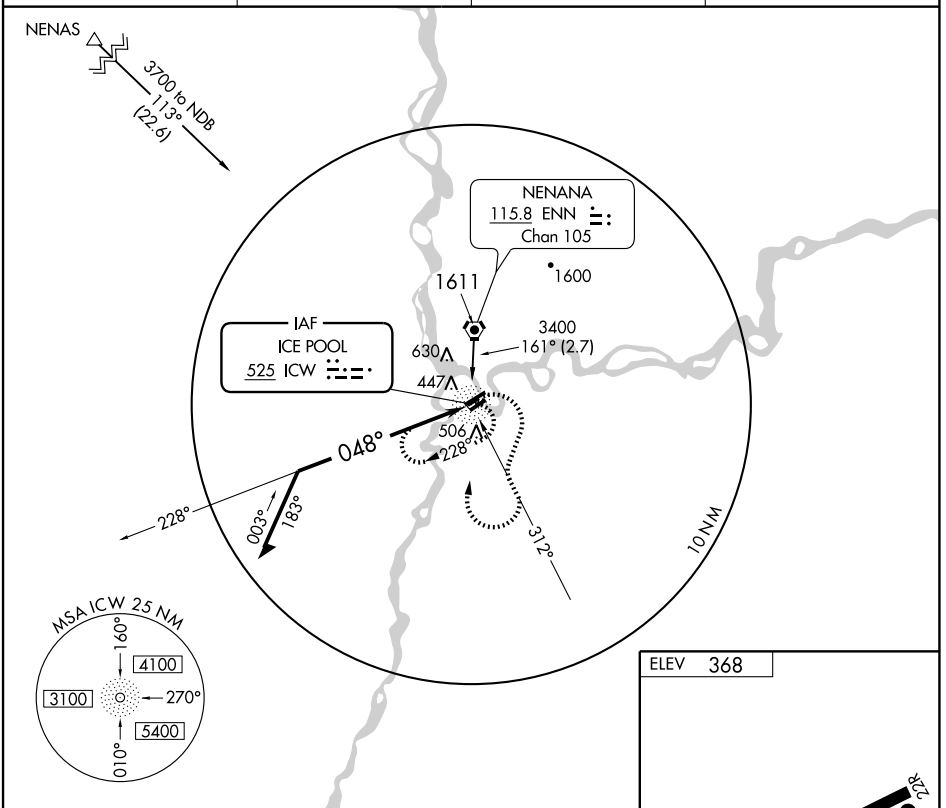
NDB RWY 4L

NENANA MUNI (ENN) (PANN)

Circling NA northwest of Rwy 4L-22R. When local altimeter setting not received, use Fairbanks Intl altimeter setting and increase all MDA 100 feet and all Cat. C/D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3200 via ICW NDB 132° bearing, then right turn direct ICW NDB and hold.

ASOS	FAIRBANKS APP CON	FAIRBANKS RADIO	CTAF
125.2	125.35 363.2 (180°-359°)	122.5	122.1 (L)



CATEGORY	A	B	C	D
S-4L	1000-1	632 (700-1)	1000-1¾ 632 (700-1¾)	1000-2 632 (700-2)
CIRCLING	1000-1	632 (700-1)	1000-1¾ 632 (700-1¾)	1000-2 632 (700-2)

MIRL Rwy 4L-22R (L)
REIL Rwys 4L and 22R (L)
MIRL Rwy 4R-22L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4600
038°	TDZE	368
	Apt Elev	368

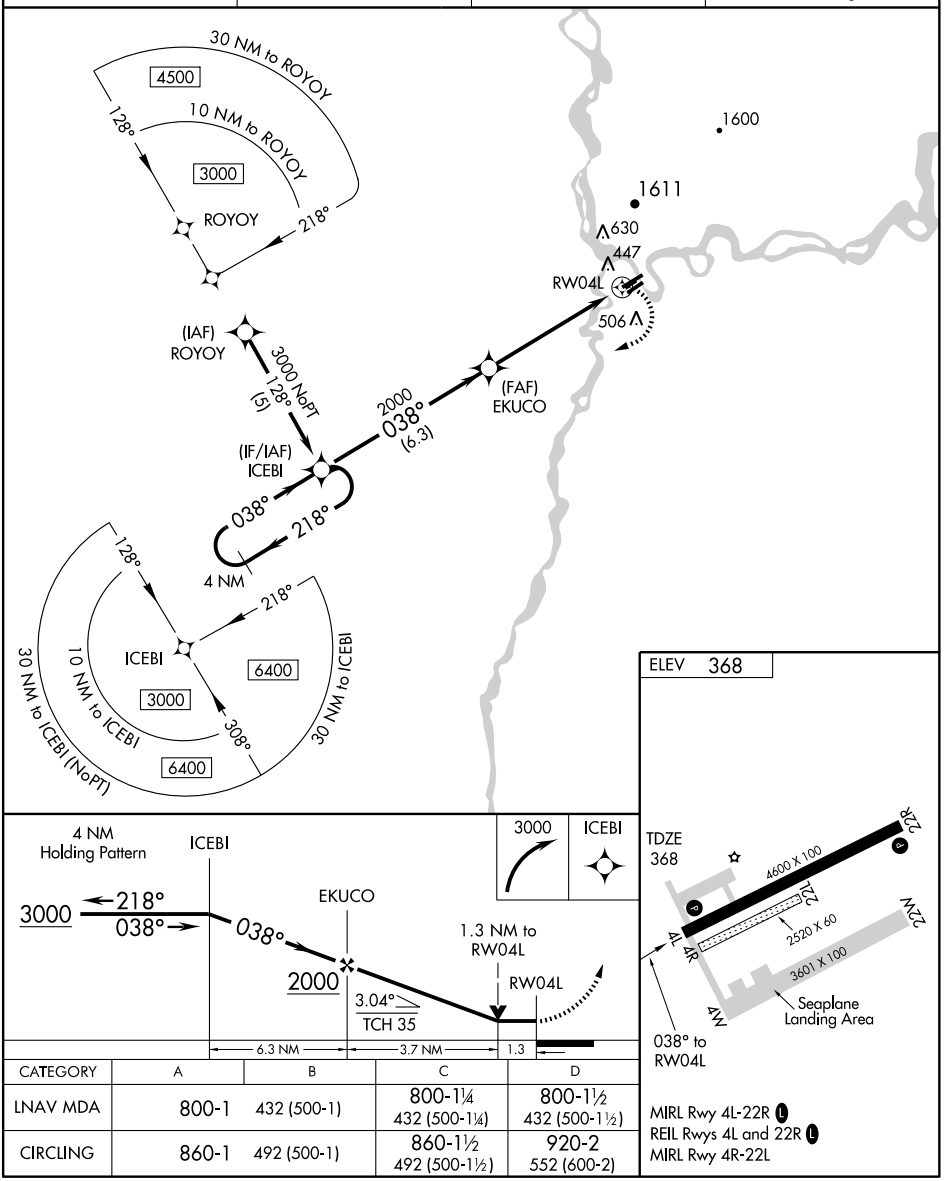
RNAV (GPS) RWY 4L

NENANA MUNI (ENN) (PANN)

Circling NA west of Rwy 4L-22R. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fairbanks Intl altimeter setting: increase all MDA 100 feet and LNAV visibility Cat. C/D ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct ICEBI and hold.

ASOS	FAIRBANKS APP CON	FAIRBANKS RADIO	CTAF
125.2	125.35 363.2 (180°-359°)	122.5	122.1 (L)



CATEGORY	A	B	C	D
LNAV MDA	800-1	432 (500-1)	800-1¼ 432 (500-1¼)	800-1½ 432 (500-1½)
CIRCLING	860-1	492 (500-1)	860-1½ 492 (500-1½)	920-2 552 (600-2)

MIRL Rwy 4L-22R (L)
REIL Rwys 4L and 22R (L)
MIRL Rwy 4R-22L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **NEWPORT MUNI** OR (ONP) (KONP) 3 S N44°34.82′ W124°03.48′ UTC−8(−7DT) **SEATTLE**
P 160 BL4, 5, 9①, 10②, 12③ H54(ASP) 16–34④ S–75, D–120, 2S–152, 2D–170 **H–1E**
02–20 S–33, D–50, 2D–84 **IAP**
FUEL—(NC–100LL, JET A)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3001	TODA–3001	ASDA–3001	LDA–3001
RWY 16:	TORA–5398	TODA–5398	ASDA–5398	LDA–5398
RWY 20:	TORA–3001	TODA–3001	ASDA–3001	LDA–3001
RWY 34:	TORA–5398	TODA–5398	ASDA–5398	LDA–5398

AIRPORT REMARKS —Attended 1600–0100Z‡. For fuel after hours call 541–867–3655 or 541–961–0725. Deer and coyotes on and invof rwys and twys. Birds invof arpt during Apr and Oct. Class IV, ARFF Index A. PPR for air carrier ops with more than 30 passenger seats, call arpt manager 541–867–7422. Rwy 02 slope 1.0% up NE. Rwy 16 rgt tfc. Rwy 20 rgt tfc. ACTIVATE MALSR Rwy 16, MIRL Rwy 02–20, HIRL Rwy 16–34, and REIL Rwy 34—CTAF. ①Rwy 16 TCH 50′. GS 3.0°. ②Rwy 34 TCH 50′, GS 3.0°. ③Rwy 34. ④Rwy 34 thld dsplcd 300′.

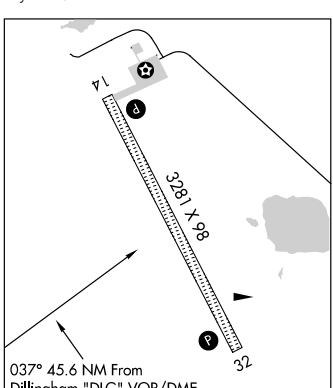
WEATHER DATA SOURCES —(AWOS–3 133.9 541–867–4175)

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM ONP)
RCO 122.5 (MCMINNVILLE FSS)
SEATTLE CENTER APP/DEP CON—291.7 125.8

RADIO AIDS TO NAVIGATION
(H) VORTACW 117.1 ONP Chan 118 N44°34.52′ W124°03.64′ At Fld. 150/19E.
VORTAC unusable:
342°–007° byd 35 NM blw 5000′ 007°–047° byd 35 NM blw 6000′
057°–112° byd 35 NM blw 7000′ 112°–132° byd 35 NM blw 8000′
132°–162° byd 35 NM blw 5000′
AGGET NDB (LOM) 350 ON N44°40.56′ W124°03.92′ 158° 5.8 NM to fld.
NDB unusable:
360°–150°.
ILS 111.5 I–ONP Rwy 16. LOM AGGET NDB.
LOM unusable:
360°–150°

RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

§ **NEW STUYAHOK** (KNW) (PANW) 1 W N59°27.09′ W157°22.39′ UTC−9(−8DT) **KODIAK**
P 364 BL4, 10①, 12② 33(GVL) 14–32 **L–3C**
AIRPORT REMARKS —Unattended. Rwy 32 slope 1.3% up NW. ACTIVATE MIRL Rwy 14–32 PAPI and REIL Rwy 14 and Rwy 32, and rotating bcn—CTAF. Rwy 14 and Rwy 32 nstd markings, thld marked with lgts, strobes and yellow cones. ①Rwy 14, Rwy 32. ②Rwy 14, TCH 25′. GA 3.0°. Rwy 32, TCH 25′. GA 3.0°. **IAP**



WEATHER DATA SOURCES—(AWOS–3 120.275 907–693–3086) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1645–0645Z‡–NOTAM KNW OT CTC KENAI ENA)
KEMUK MOUNTAIN RCO —122.55 (DILLINGHAM FSS) Opr 1645–0845Z‡ OT ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON—282.35 132.75
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

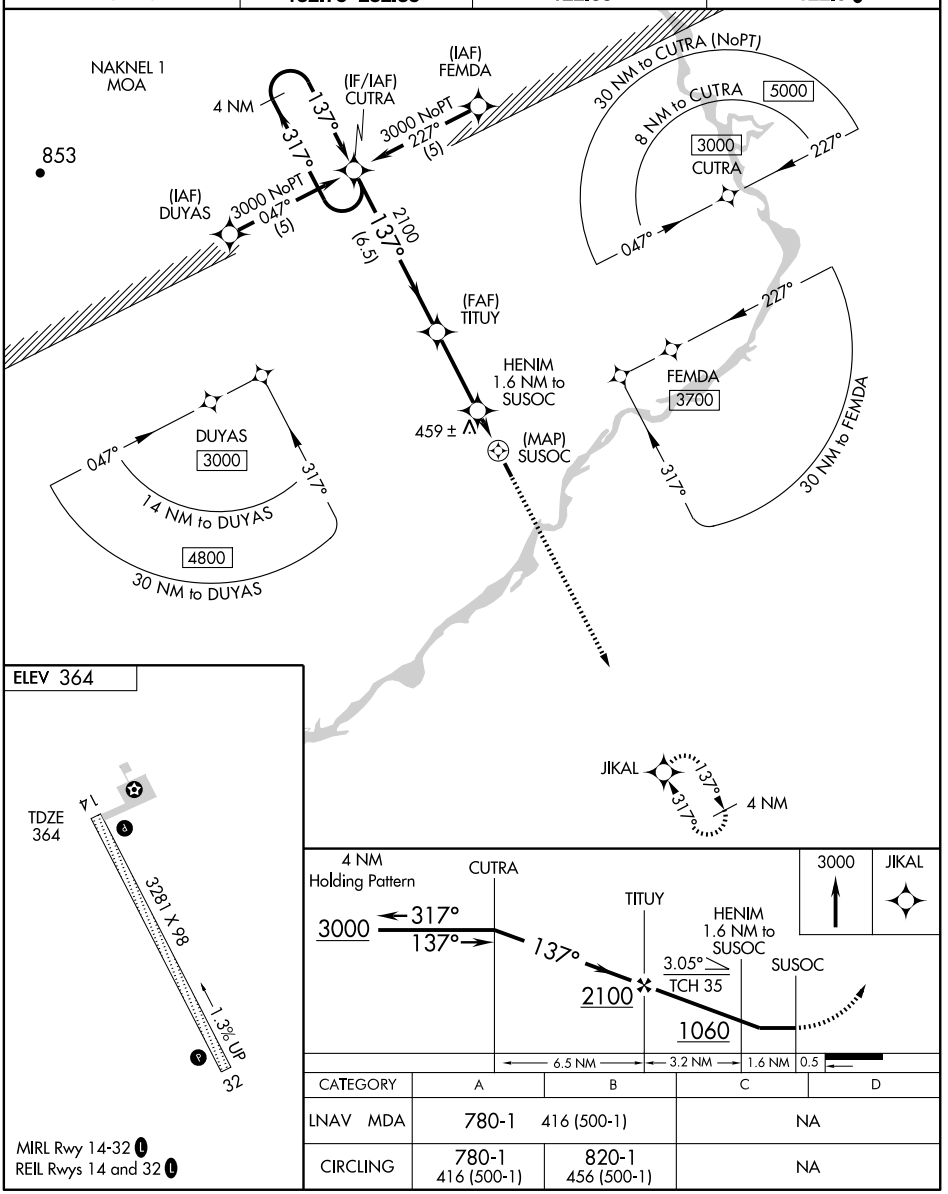
APP CRS	Rwy Idg	3281
137°	TDZE	364
	Apt Elev	364

RNAV (GPS) RWY 14
NEW STUYAHOK (KNW) (PANW)

When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JIKAL and hold.

AWOS-3	ANCHORAGE CENTER	DILLINGHAM RADIO	CTAF
120.275	132.75 282.35	122.55	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	780-1	416 (500-1)	NA	
CIRCLING	780-1 416 (500-1)	820-1 456 (500-1)	NA	

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

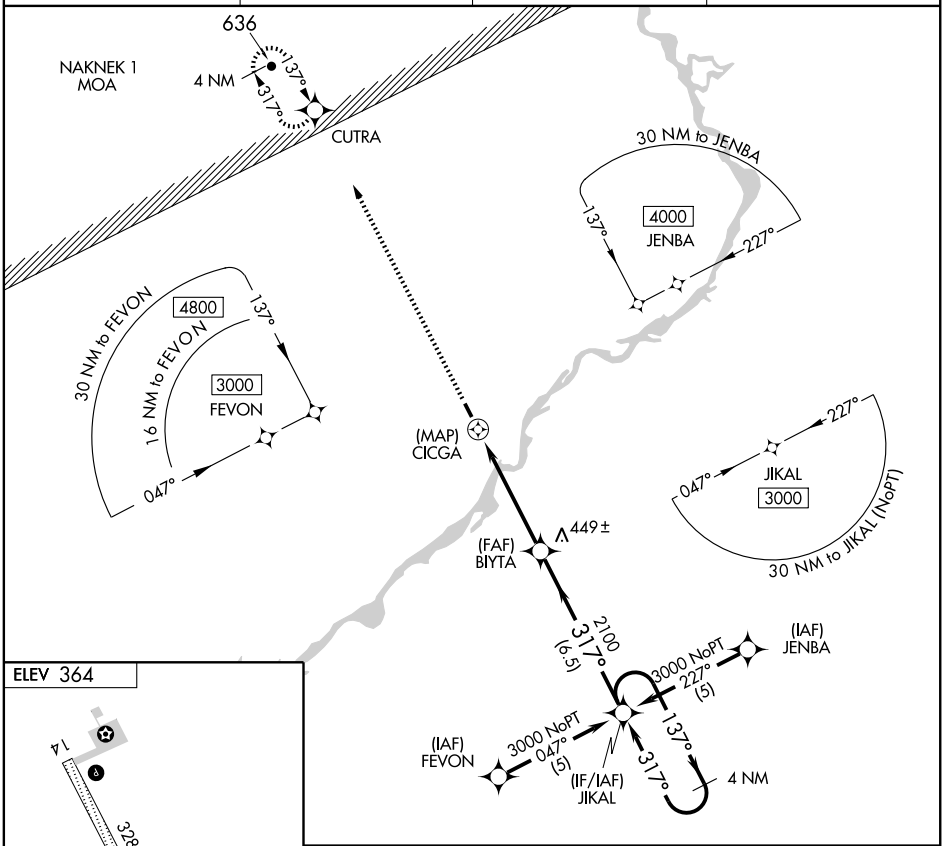
APP CRS	Rwy Idg	3281
317°	TDZE	354
	Apt Elev	364

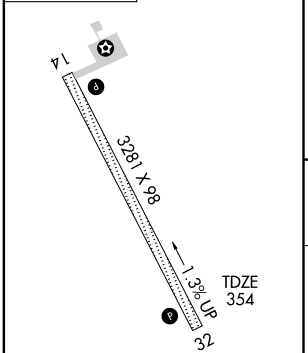
RNAV (GPS) RWY 32
NEW STUYAHOK (KNW) (PANW)

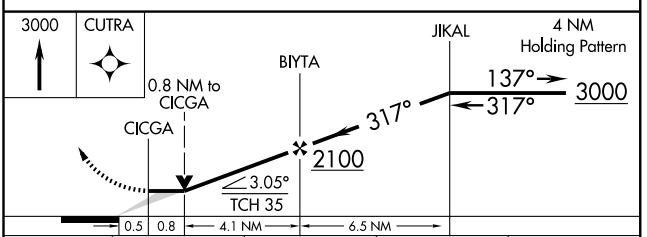
When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet.
Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CUTRA and hold.

AWOS-3	ANCHORAGE CENTER	DILLINGHAM RADIO	CTAF
120.275	132.75 282.35	122.55	122.9 L







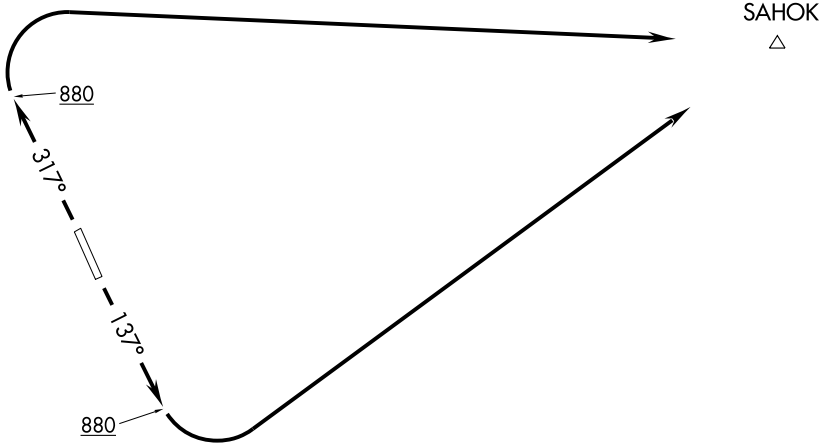
CATEGORY	A	B	C	D
LNAV MDA	760-1 406 (400-1)		NA	
CIRCLING	780-1 416 (500-1)	820-1 456 (500-1)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

SAHOK ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
132.75 282.35
DILLINGHAM RADIO
122.55



TAKE-OFF MINIMUMS
Rwys 14, 32: Standard.

TAKE-OFF OBSTACLES NOTES
Rwy 14: Tree 700′ from DER, 647′ right of centerline, 60′ AGL / 409′ MSL.
Multiple trees beginning 549′ from DER, 499′ left of centerline, up to 60′ AGL/434′ MSL.
Rwy 32: Tree 743′ from DER, 104′ right of centerline, 60′ AGL / 445′ MSL.

NOTES: GPS Required.
RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading 137° to 880, then left turn direct SAHOK, thence . . .

TAKE-OFF RWY 32: Climb heading 317° to 880, then right turn direct SAHOK, thence . . .

. . . maintain 5000 or ATC assigned altitude.

AK, 23 SEP 2010 to 18 NOV 2010

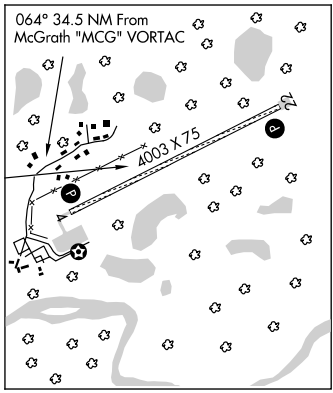
§ **NIKOLAI** (FSP) (PAFS) 1 NE N63°01.11′ W154°21.51′ UTC−9(−8DT) **McGRATH**
P 441 BL4, 10, 12① 40(GVL) 04–22 **H–1B, 2K, L–3D**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 04–22, rotating beacon and REIL Rwy 04 and Rwy 22—CTAF ①Rwy 04, TCH 26′. GS 3.2°. Rwy 22 TCH 28′. GS 3.2°.

WEATHER DATA SOURCES—(ASOS 118.325 907–293–2002) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM MCG)
ANCHORAGE CENTER APP/DEP CON—353.8 128.1

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



NIKOLAI CREEK (See TYONEK)

§ **NIKOLSKI AS** (IKO) 0 NE N52°56.49′ W168°50.94′ UTC−9(−8DT) **DUTCH HARBOR**
AF 77 35(GVL) 08–26 **L–2J**

AIRPORT REMARKS —Unattended. CLOSED TO PUBLIC. CAUTION: Winds in excess of 10 kt from 330° thru 045° may produce severe turbulence. Field rolling, acft at one end of rwy cannot see acft at other end. Rwy not maintained. Cond unknown.

COMMUNICATIONS—(TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM IKO OT CTC KENAI ENA)
ANCHORAGE CENTER APP/DEP CON —121.4

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

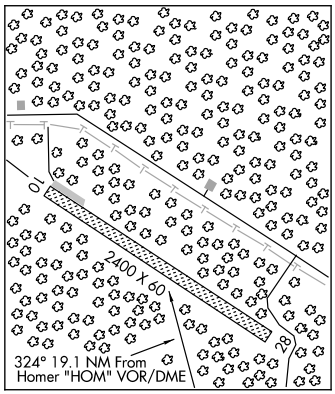
§ **NINILCHIK** (NIN) 3 SE N60°01.21′ W151°35.37′ UTC−9(−8DT) **McGRATH**
P 276 24(DIRT–GVL) 10–28

AIRPORT REMARKS —Unattended. State maintained on irregular basis. Rwy condition not monitored. Recommend visual inspection prior to use. Ultralight activity invof arpt. Rwy 10–28 marked with reflective thld panels. Rwy edges not marked. Panels set unevenly and are partially damaged. Safety areas at both rwy ends soft.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS HOMER HOM 1500–0630Z‡—NOTAM HOM OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS —For a long distance call to Homer FSS dial 907–235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



NIXON FORK MINE (See McGRATH)

RNAV (GPS) RWY 4

NIKOLAI (FSP)(PAFS)

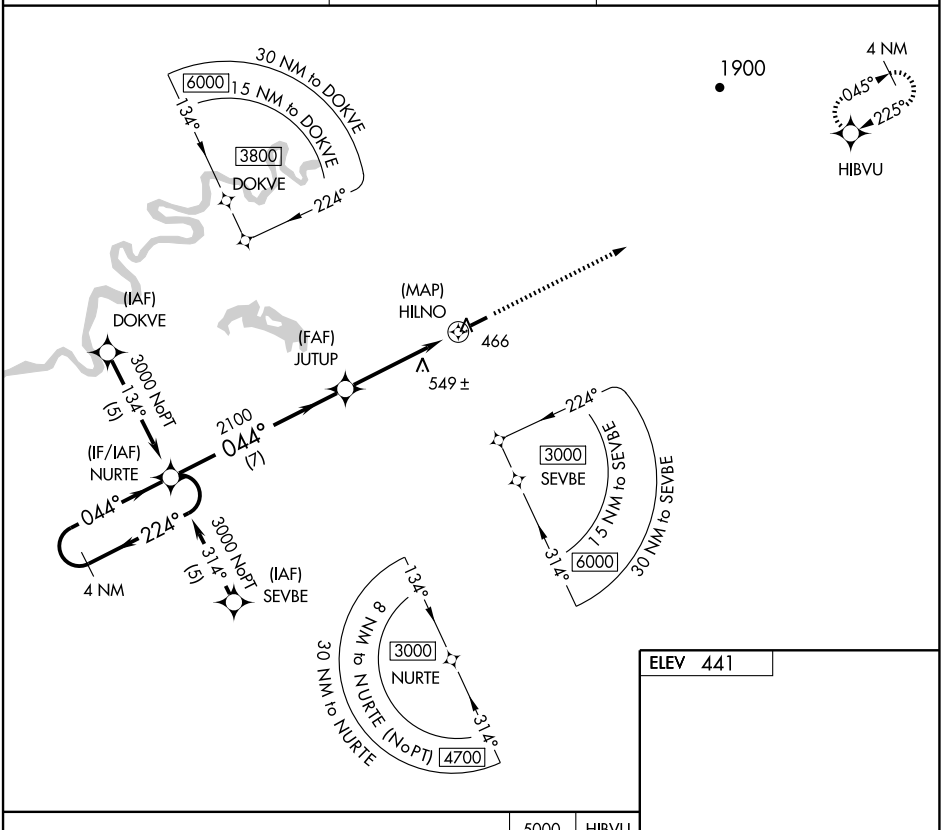
APP CRS	Rwy Idg	4003
044°	TDZE	441
	Apt Elev	441

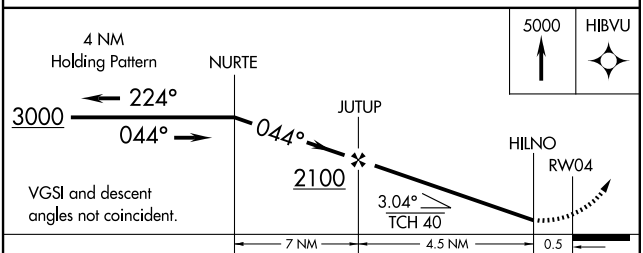
T
A
NA

DME/DME RNP-0.3 NA.
Use McGrath altimeter setting, if not recieved procedure NA.
When VGSI inoperative, procedure NA at night.

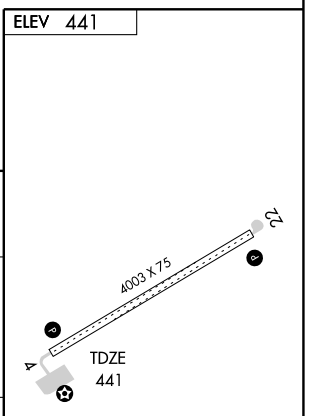
MISSED APPROACH: Climb to 5000 direct HIBVU and hold, continue climb-in-hold to 5000.

MCGRATH ASOS	ANCHORAGE CENTER	CTAF
135.65	128.1 353.8	122.8 L





CATEGORY	A	B	C	D
LNAV MDA	960-1 519 (600-1)		960-1½ 519 (600-1½)	960-1¾ 519 (600-1¾)
CIRCLING	1000-1 559 (600-1)		1000-1½ 559 (600-1½)	1000-2 559 (600-2)



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

NIKOLAI (FSP) (PAFS)

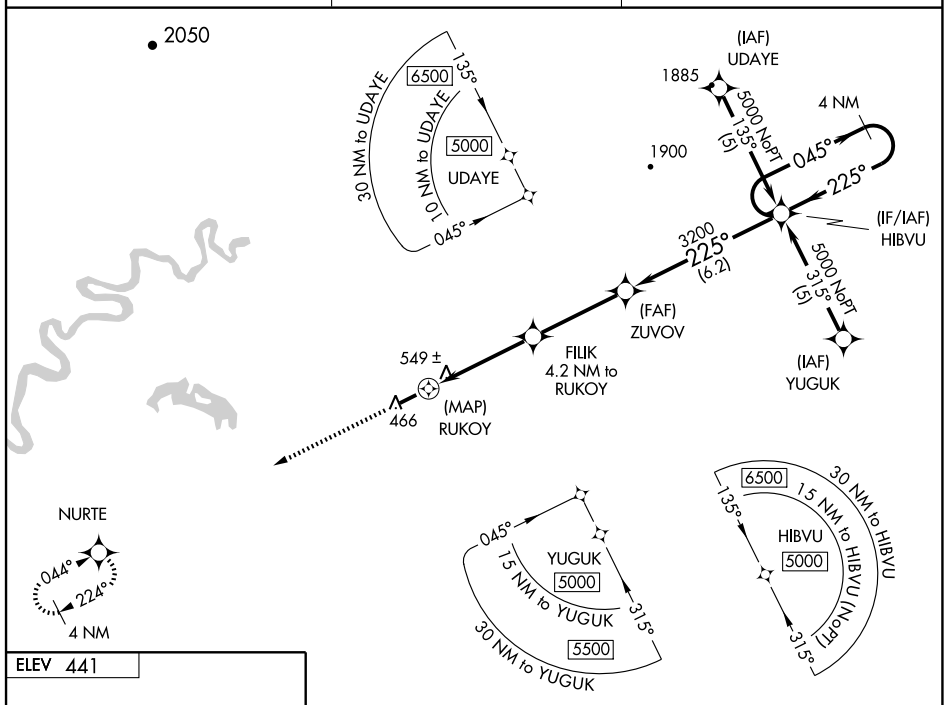
APP CRS	Rwy Idg	4003
225°	TDZE	441
	Apt Elev	441

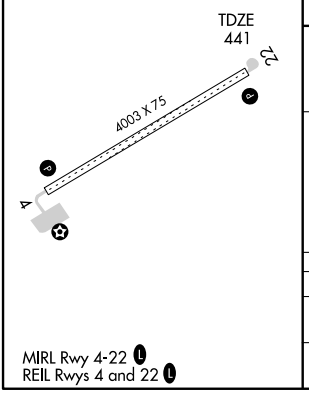
T NA

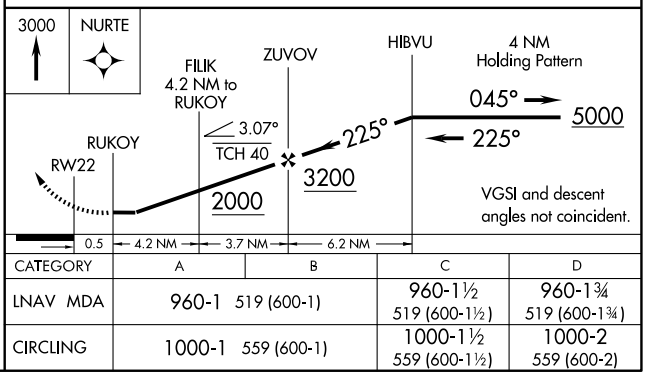
DME/DME RNP-0.3 NA.
Use McGrath altimeter setting, if not received procedure NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct NURTE and hold.

MCGRATH ASOS	ANCHORAGE CENTER	CTAF
135.65	128.1 353.8	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	960-1 519 (600-1)		960-1½ 519 (600-1½)	960-1¾ 519 (600-1¾)
CIRCLING	1000-1 559 (600-1)		1000-1½ 559 (600-1½)	1000-2 559 (600-2)

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **NOATAK** (WTK) (PAWN) 1 SW N67°33.66′ W162°58.82′ UTC−9(−8DT) **NOME**

P 88 BL4, 12① 40(GVL) 01–19 **H–1A, L–4H**

IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 01–19 NSTD markings, rwys marked with reflective cones. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01—CTAF. ①Rwy 01, TCH 30′ GS 3.0°.

WEATHER DATA SOURCES—(AWOS–3 135.75 907–485–2203).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM WTK OT CTC FAIRBANKS FAI)

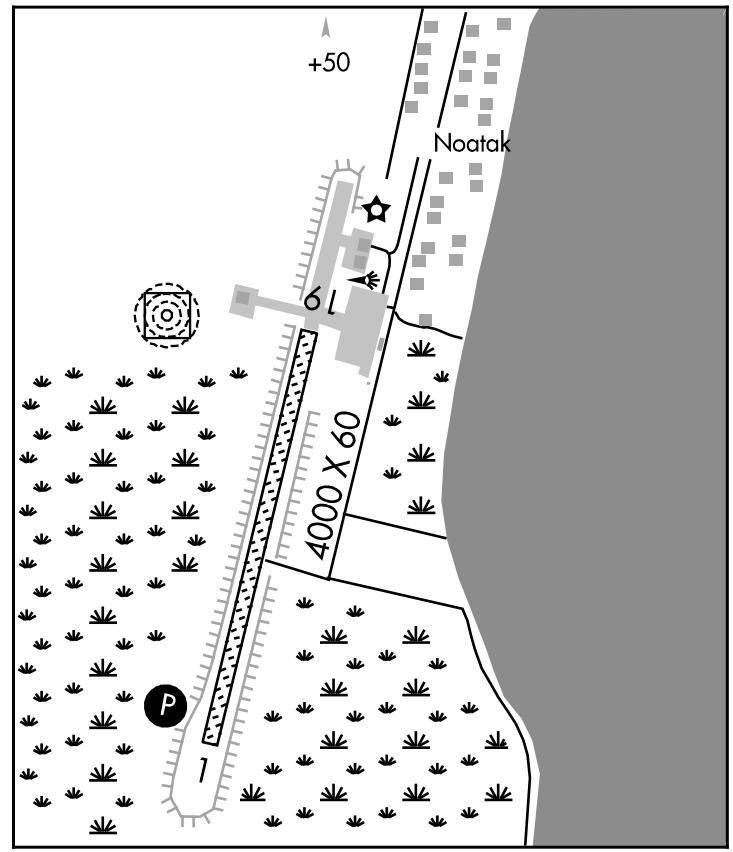
RCO —122.4 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON—263.0 119.2

RADIO AIDS TO NAVIGATION

NDB(MHW/DME) 414 OQK Chan 39 N67°34.31′ W162°58.43′ At Fld/15E.

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



NOLLA WA N47°37.95′ W122°23.37′ **SEATTLE**

NDB(LOM) 362 BF 128° 7.1 NM to Boeing Field/King County Intl.142/22E.

NOME FSS 123.6 122.45 122.2 (E) (1615–0745Z‡ OT CTC FAIRBANKS FSS). VHF/DF OTS indef.

CAPE DARBY RCO —122.6 1615–0745Z‡ other times ctc Fairbanks FSS.

GAMBELL RCO —122.0

GRANITE MOUNTAIN RCO —122.1 OTS indef.

KOYUK RCO —122.35

NEWTON PEAK RCO —122.5

SAVOONGA RCO —122.3

SHISHMAREF RCO —122.4

TIN CITY RCO —122.6

UNALAKLEET RCO —122.3(V)

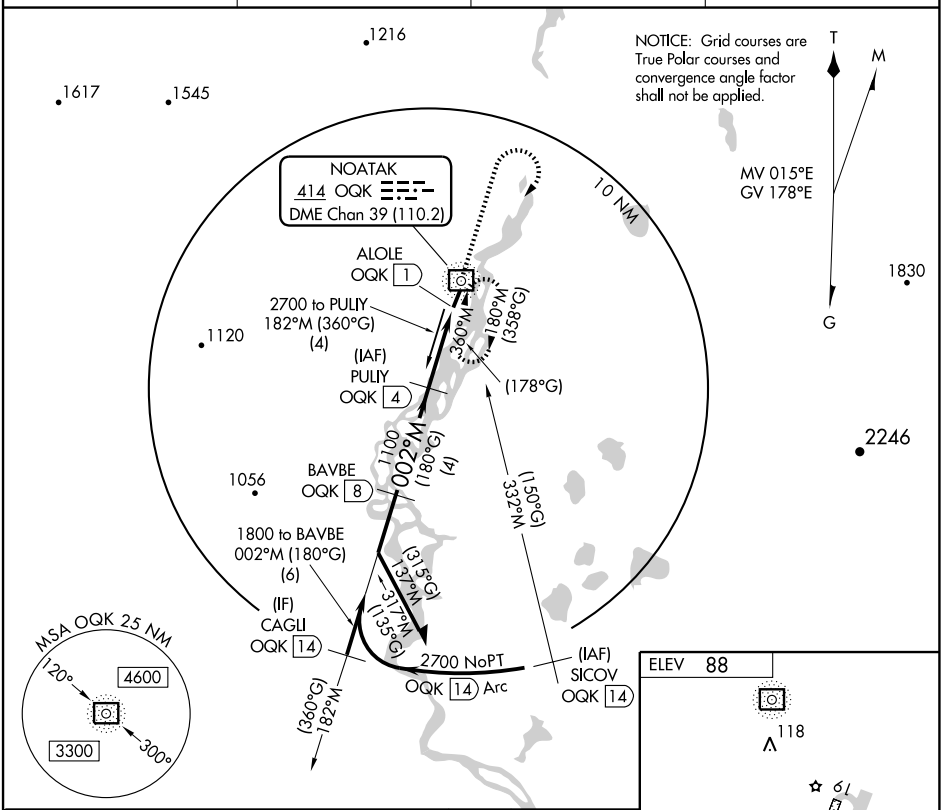
NDB/DME OQK	APP CRS	Rwy Idg	4000
414	002°M	TDZE	85
Chan 39 (110.2)	(180°G)	Apt Elev	88

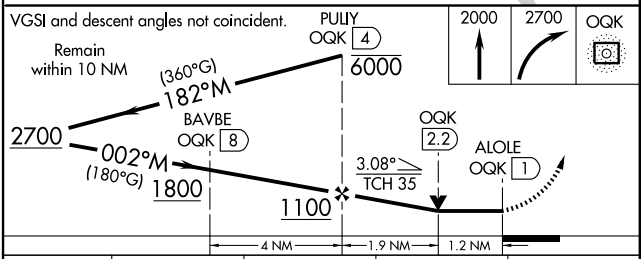
NDB/DME RWY 1
NOATAK (WTK)(PAWN)

If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 120 feet.

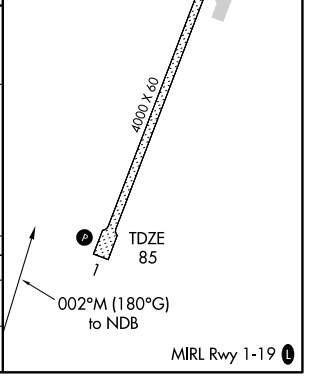
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct OQK NDB/DME and hold, continue climb-in-hold to 2700.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	UNICOM
135.75	119.2 263.0	122.4	122.8 (CTAF) L

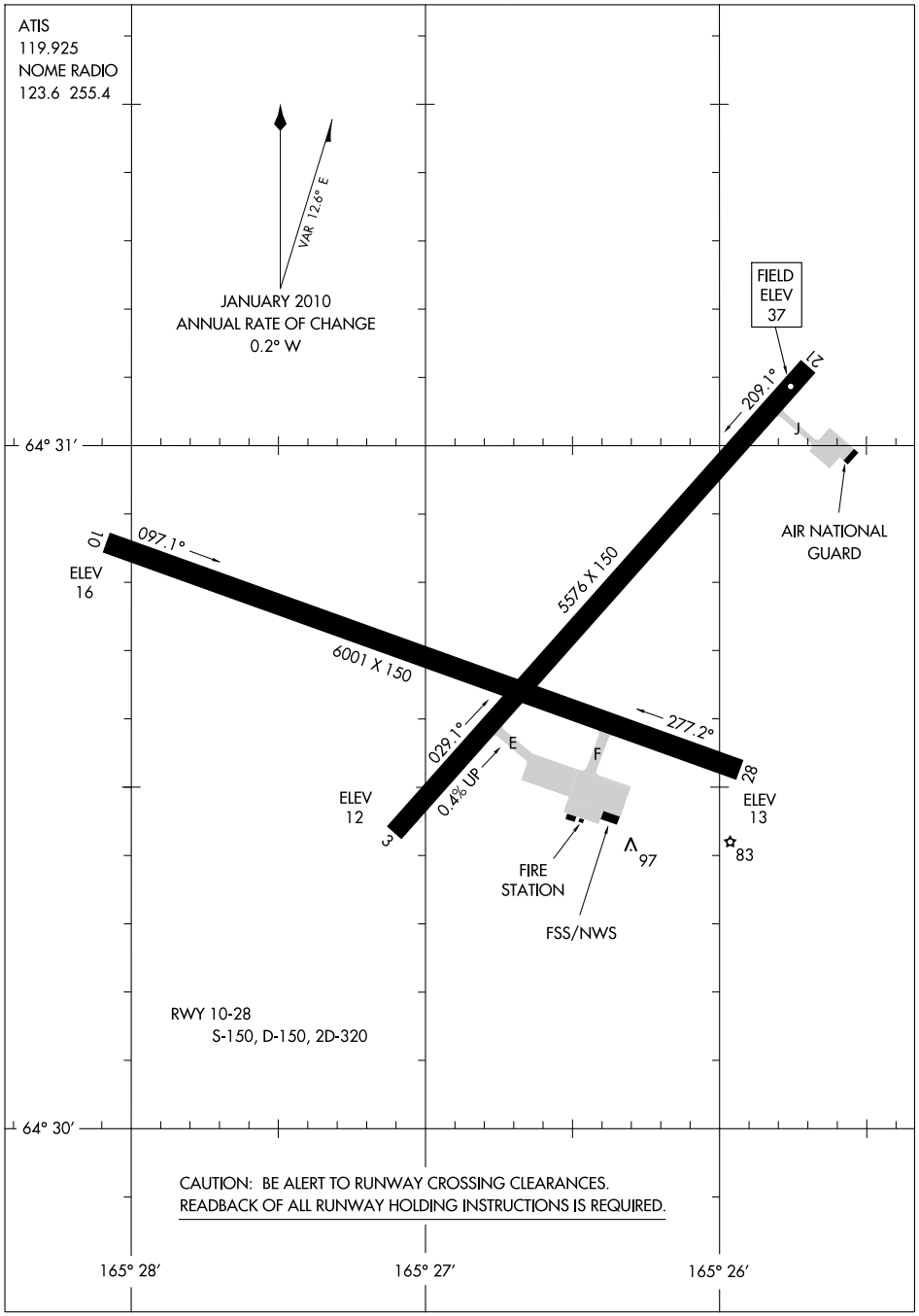




CATEGORY	A	B	C	D
S-1	480-1 395 (400-1)			480-1¼ 395 (400-1¼)
CIRCLING	500-1 412 (500-1)	540-1 452 (500-1)	540-1½ 452 (500-1½)	640-2 552 (600-2)



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

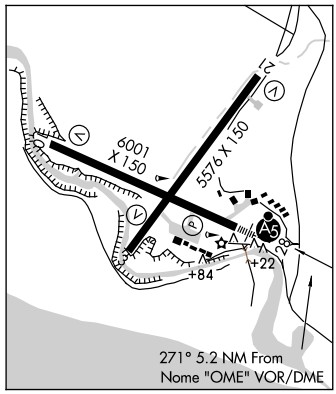


AK, 23 SEP 2010 to 18 NOV 2010

NOME

§ **NOME** (OME) (PAOM) 2 W N64°30.73′ W165°26.72′ (LRA) UTC−9(−8DT) **NOME**
P 37 BL4, 5, 6, 9 ②,10 ①, 12 ③ H60(ASP–GRVD) **H–1A, 2J, L–3A, 3B, 4H**
10–28, S–150, D–150, 2S–175, 2D–320 03–21 **IAP, AD**
SERVICE—S2 **FUEL** —(NC–100LL, A, A1, A1+)

AIRPORT REMARKS —Attended 1600–0600Z‡. Class I, ARFF Index B. ARFF svc avbl dur periods of air carrier ops only. PPR in writing for air carrier ops with more than 30 passenger seats to arpt manager PO Box 1048, Nome AK 99762. Rwy 03 slope 0.4% up NE. Large flocks of migratory birds invof arpt Sep–Oct and May–Jun. Numerous wind turbine towers 820′ MSL (130′ AGL) 4 NM NNW lighted. TPA 1100′ AGL. Acft ldg Rwy 21 and Rwy 28 maintain TPA until turning final. Arpt maint duty hrs 1400–0300Z‡ Mon thru Fri and 1400–2200Z‡ Sat and Sun. Rwy 03–21 and 10–28 rwy lgts height 30 inches above ground. Fuel hrs vary during year. Call out avbl after hours. Snow removal or deicing performed during duty hrs. Rwy conds rpt during duty hrs. (NG) Aviation Operating Facility 907–443–2831 ask for NG Hangar; operates 1700–0200Z‡. Limited maintenance and services available, PPR. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. VASI Rwy 21 unusable beyond 2½ NM. HIRL Rwy 10–28, MIRL Rwy 03–21 and REIL Rwy 03 opr 24 hrs. ACTIVATE MALSR Rwy 28—CTAF, REIL Rwy 10, VASI Rwy 03, Rwy 21, and Rwy 10, PAPI Rwy 28 operates continuously.① Rwy 10, Rwy 03.② Rwy 03, TCH 42′. GS 4.0°. Rwy 21, TCH 34′. GS 3.0°. Rwy 10, TCH 42′. GS 3.0°.③ Rwy 28, TCH 51′ GS 3.0°.



WEATHER DATA SOURCES—(ASOS 119.925 907–443–4818) (TWEB FDV 529) (TWEB OME 115.0). (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (ATIS 119.925) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)
RADIO —123.6 122.45 122.2 **(E)** (122.45 used for high altitude enroute traffic only. (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON —290.4 133.3

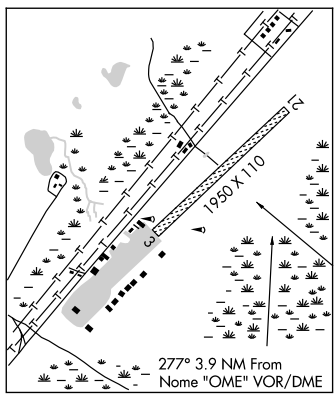
RADIO AIDS TO NAVIGATION
(H)ABVORWDME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 271° 5.2 NM to Fld.100/17E. **TWEB.**
FORT DAVIS NDB(HW–SAB) 529 FDV N64°29.68′ W165°18.84′ 270° 3.6 NM to Fld./14E. **TWEB.**
GOLD NDB(MHW/DME) 208 OYN Chan 85 N64°30.77′ W165°26.01′ at Fld.56/14E.
DME unusable:
360°–035° byd 20 NM blw 5000′
VHF/DF—Ctc NOME FSS. OTS indef.
ILS/DME 108.7 I–OME Chan 24 Rwy 28. LOC BC unusable inside 1.0 DME. Unmonitored.

RADIO/NAV/WEATHER REMARKS —For LC to Nome FSS dial to 907–443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. ATIS operated by Nome FSS.

NOME CITY FLD (94Z) 1 N N64°30.69′ W165°23.41′ UTC−9(−8DT) **NOME**

P 69 19(GVL) 03–21
SERVICE—S2 **FUEL** —(NC–100LL)

AIRPORT REMARKS —Unattended. CAUTION: No winter maintenance or snow removal, rwy condition not monitored recommend visual inspection prior to landing. Rwy 03–21 has 6″ deep recycled asphalt chunks up to 4″ diameter. TPA 600′AGL. TPA 600′ AGL until clear of Nome arpt tfc pattern. TPA at Nome arpt 1100′ AGL. Recommend landing Rwy 21 and departing Rwy 03 to avoid large acft transitioning to NOME. Use of CTAF strongly recommended. Remain north of final for Rwy 28 at Nome arpt. Rwy 03–21 edges marked by 30″ high orange cones. Rwy 03 rft tfc.



WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LOC/DME I-OME	APP CRS	Rwy Idg 6001
108.7	276°	TDZE 21
Chan 24		Apt Elev 37

ILS or LOC/DME Y RWY 28

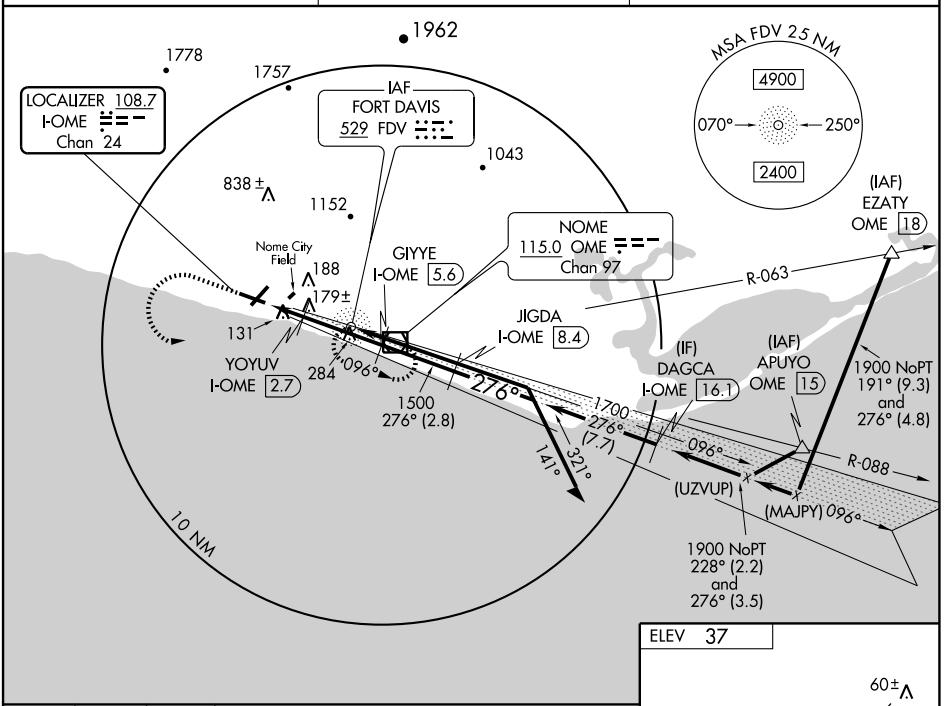
NOME (OME) (PAOM)

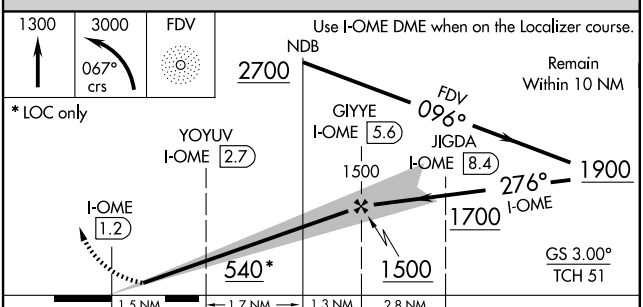
T NA — For inoperative MALSR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS Rwy 28. Visibility reduction by helicopters NA. ADF required.

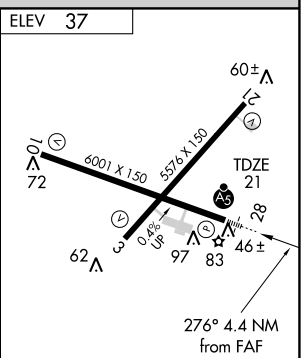
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via 067° course to FDV NDB and hold, continue climb-in-hold to 3000.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 28	271/40 250 (300-¾)			
S-LOC 28	480/40 459 (500-¾)			480/50 459 (500-1)
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-OME	APP CRS	Rwy Idg	6001
108.7	276°	TDZE	21
Chan 24		Apt Elev	37

ILS or LOC/DME Z RWY 28

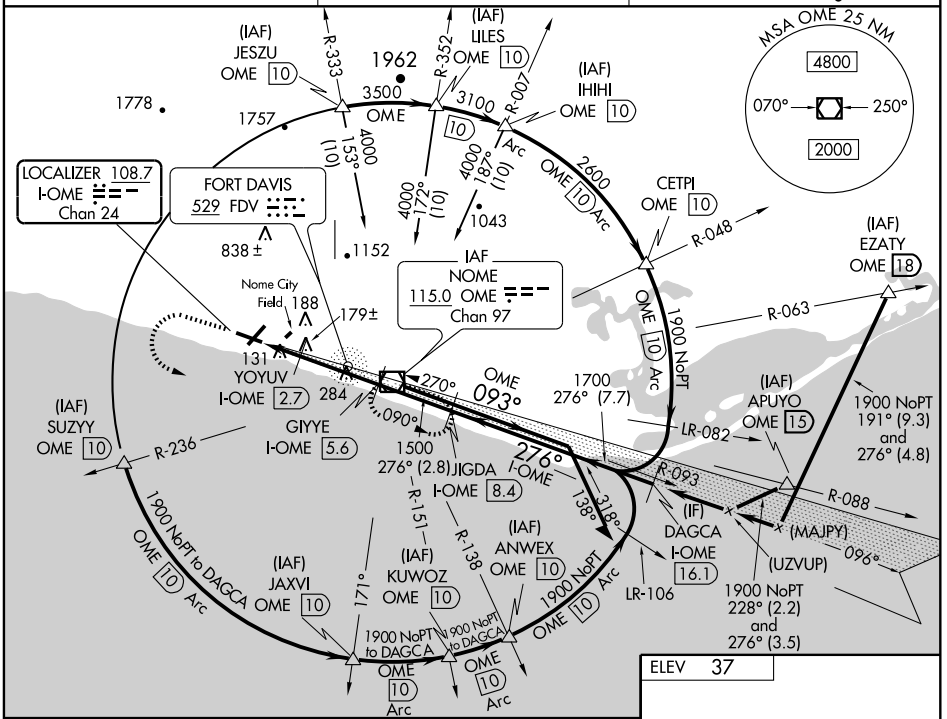
NOME (OME) (PAOM)

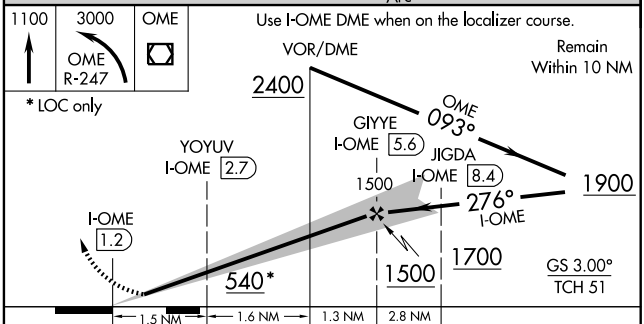
T NA Inoperative table does not apply to S-ILS Rwy 28. For inoperative MALSR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

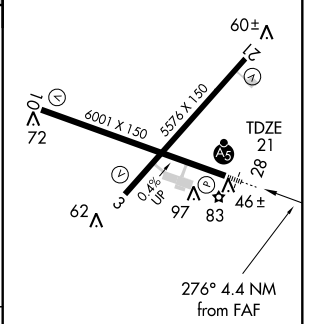
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via OME VOR/DME R-247 to OME VOR/DME and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 28	271/40 250 (300-¾)			
S-LOC 28	480/40 459 (500-¾)			480/50 459 (500-1)
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC/DME I-OME	APP CRS	Rwy Idg 6001
108.7	096°	TDZE 16
Chan 24		Apt Elev 37

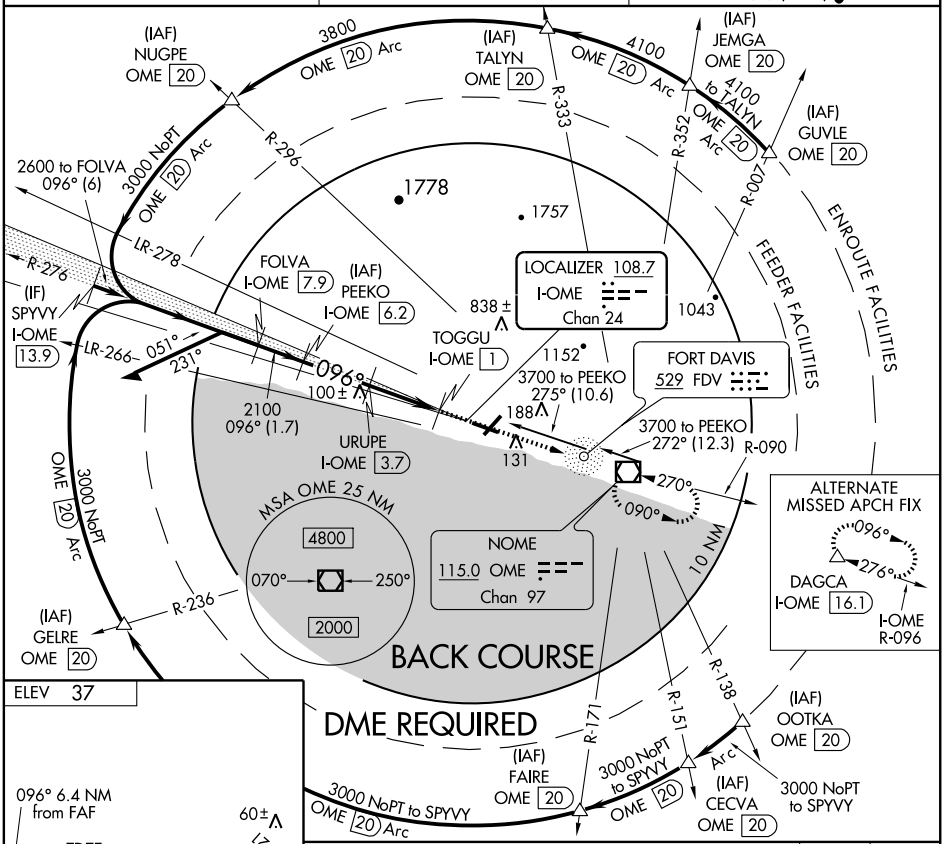
LOC/DME BC RWY 10

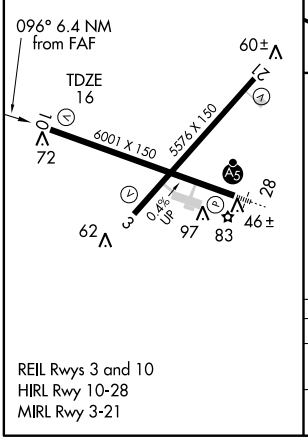
NOME(OME)(PAOM)

LOC BC unusable inside TOGGU/I-OME 1 DME.
NA Visibility reduction by helicopters NA.

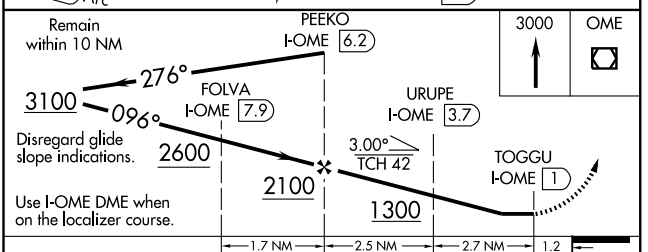
MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF)





REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21



CATEGORY	A	B	C	D
S-10	360-1½ 344 (400-1½)			
CIRCLING	540-1½ 503 (600-1½)	580-1½ 543 (600-1½)		800-2½ 763 (800-2½)

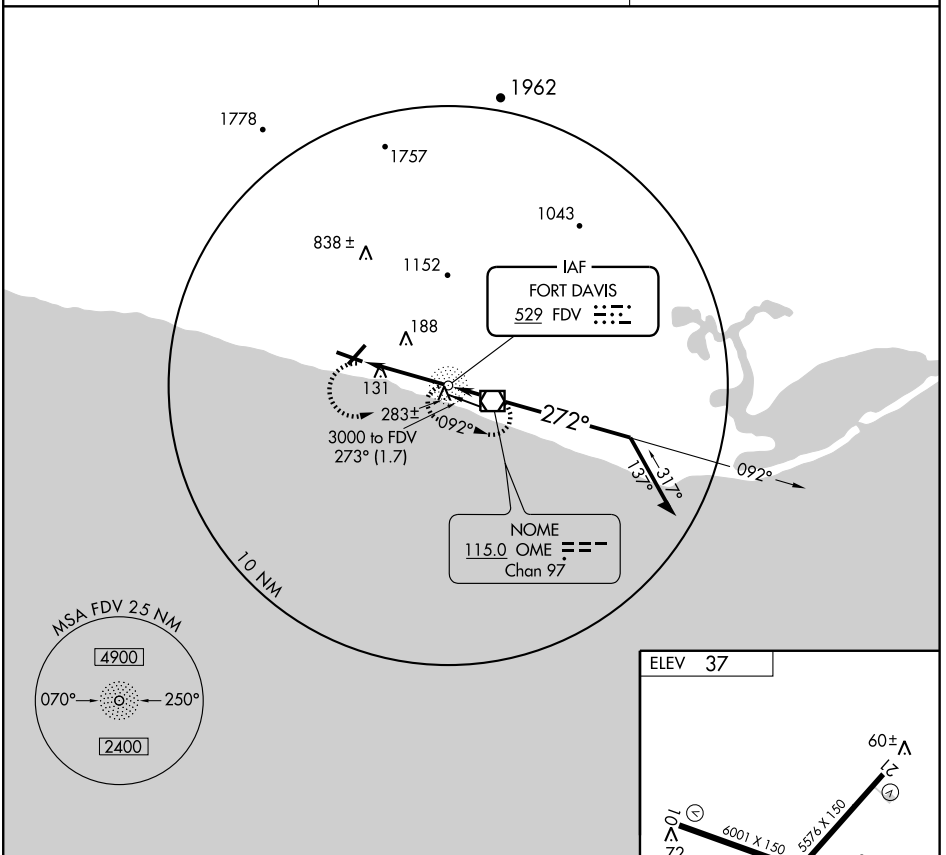
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

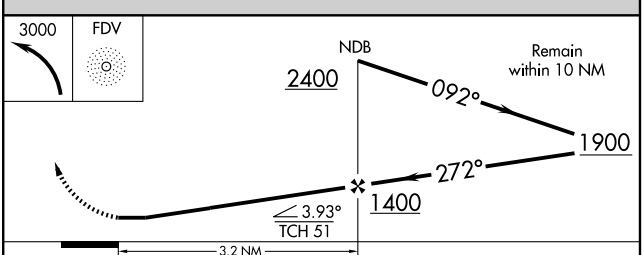
NDB FDV 529	APP CRS 272°	Rwy Idg N/A TDZE N/A Apt Elev 37

NDB-A
NOME (OME)(PAOM)

MISSED APPROACH: Climbing left turn to 3000 direct FDV NDB and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF)





REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

CATEGORY	A	B	C	D
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

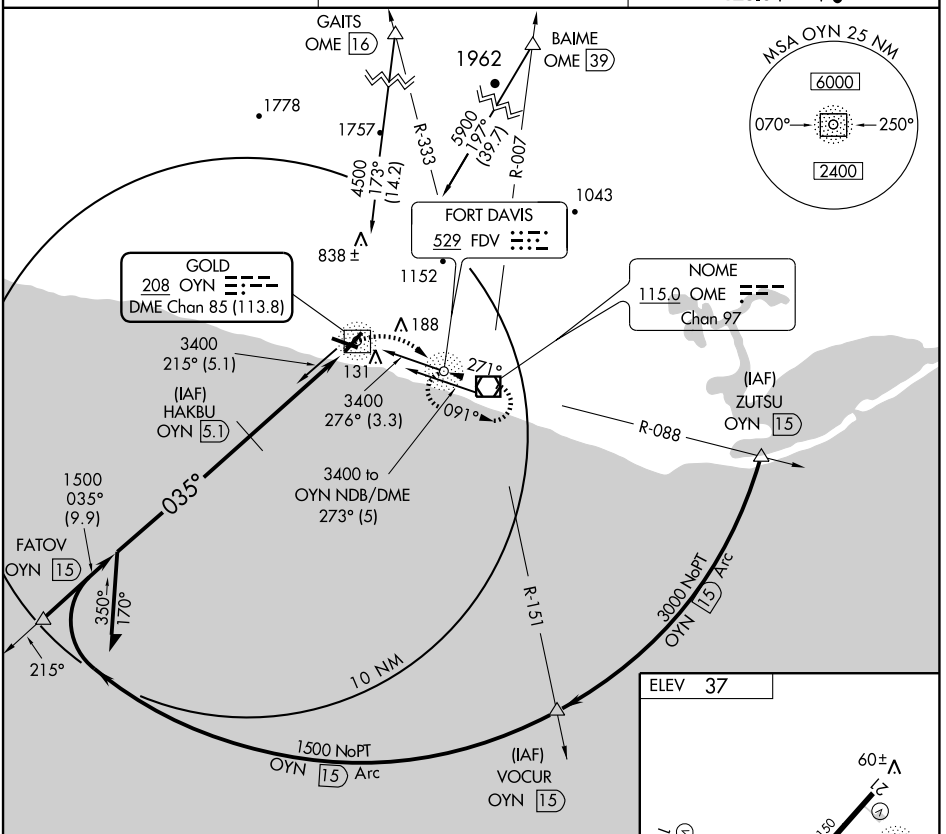
NDB/DME OYN 208 Chan 85 (113.8)	APP CRS 035°	Rwy Idg 5576 TDZE 24 Apt Elev 37

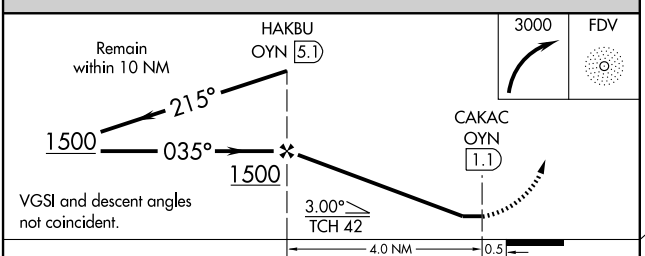
NDB/DME RWY 3

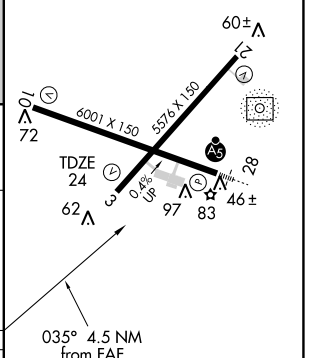
NOME (OME)(PAOM)

MISSED APPROACH: Climbing right turn to 3000 direct FDV NDB and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-3	460-1	436 (500-1)	460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5576
028°	TDZE	24
	Apt Elev	37

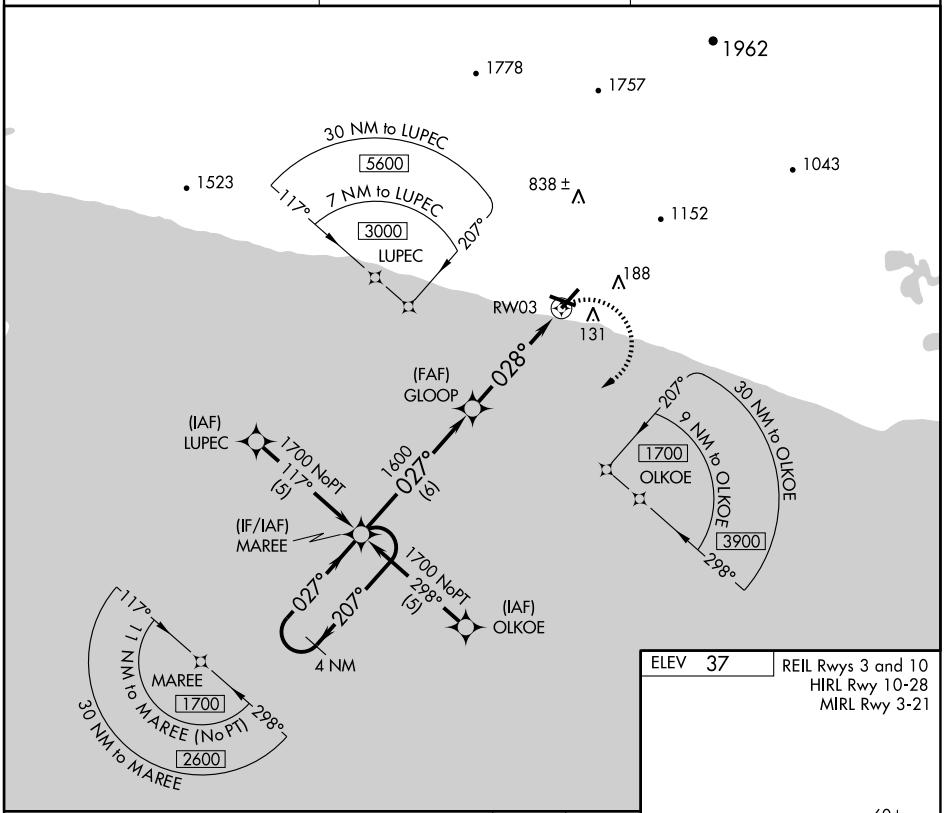
RNAV (GPS) RWY 3

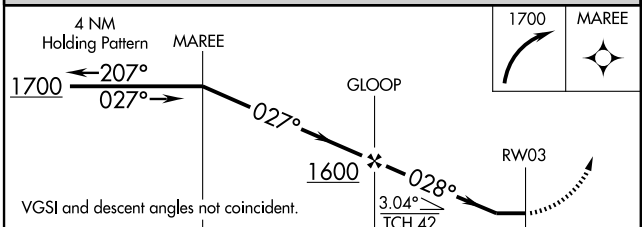
NOME (OME)(PAOM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 1700 direct MAREE and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF)

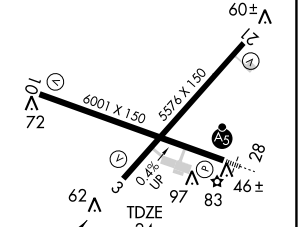




CATEGORY	A	B	C	D
LNAV MDA	440-1 416 (500-1)		440-1¼ 416 (500-1¼)	
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

ELEV 37

REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6001
096°	TDZE	16
	Apt Elev	37

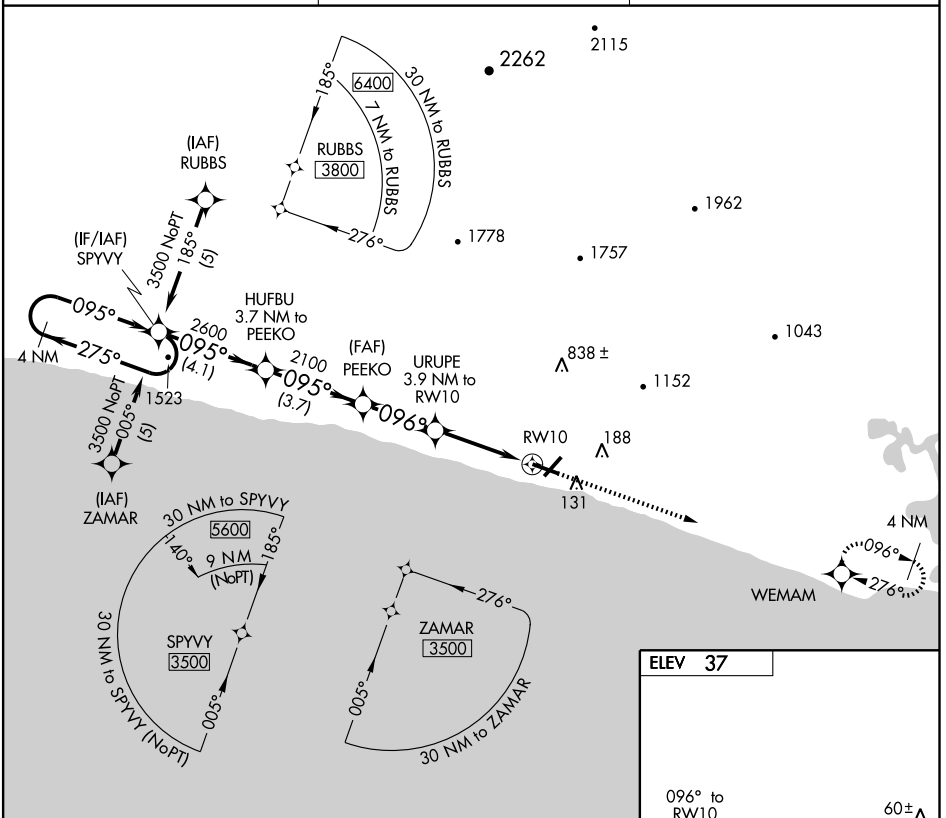
RNAV (GPS) RWY 10

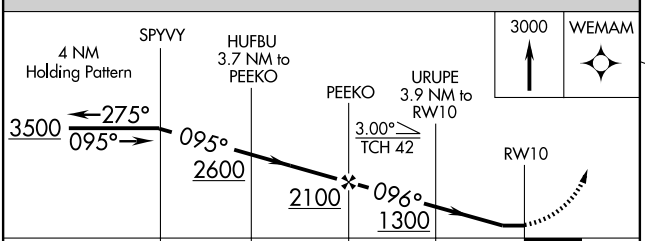
NOME (OME)(PAOM)

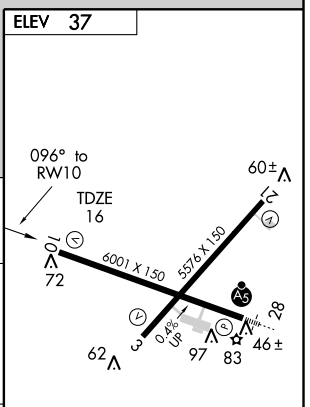
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WEMAM and hold, continue climb in hold to 3000.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	340-1 324 (400-1)			
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

NOME (OME)(PAOM)

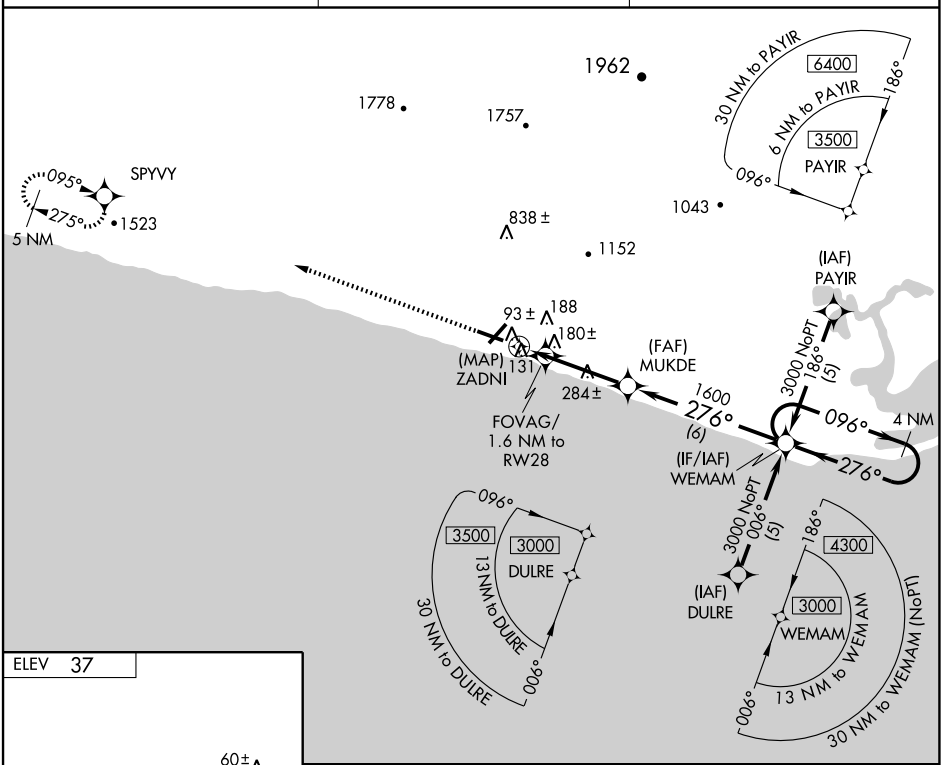
APP CRS	Rwy Idg	6001
276°	TDZE	21
	Apt Elev	37

Inoperative table does not apply to LNAV CAT D. For inoperative MALSR, increase LNAV CATs A, B, and C visibility to RVR 5000. DME/DME RNP-0.3 NA.

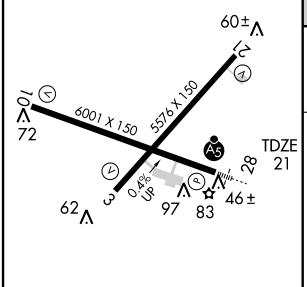
MALSR

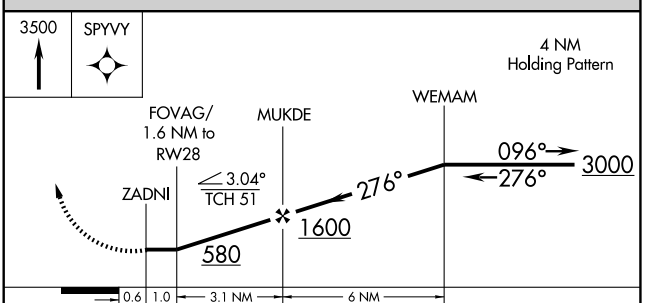
MISSED APPROACH: Climb to 3500 direct SPYVY and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L



ELEV 37





CATEGORY	A	B	C	D
LNAV MDA	360/40 339 (400-¾)			360/50 339 (400-1)
CIRCLING	520-1 483 (500-1)		580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

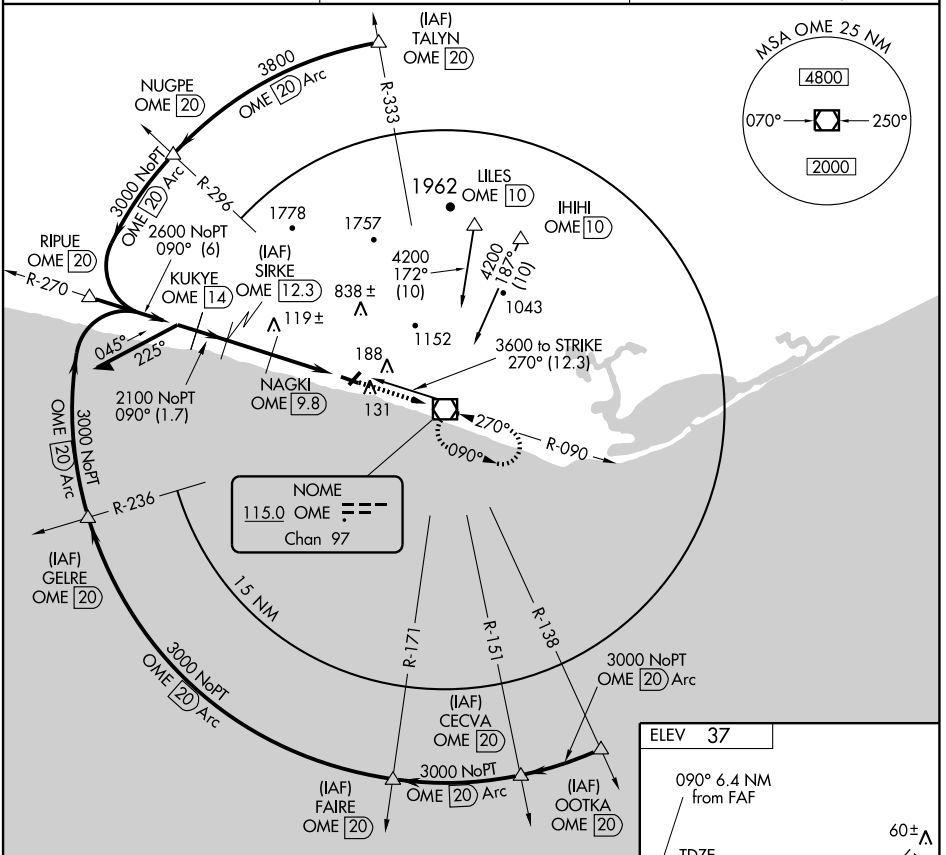
VOR/DME OME	APP CRS	Rwy Idg	6001
115.0	090°	TDZE	16
Chan 97		Apt Elev	37

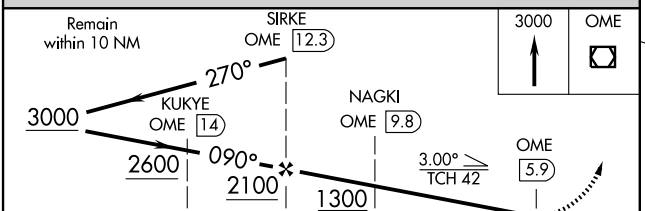
VOR/DME RWY 10

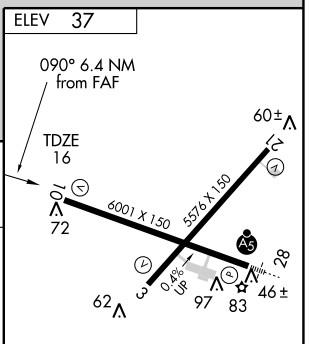
NOME (OME) (PAOM)

MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb in hold to 3000.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF)







CATEGORY	A	B	C	D
S-10	340-1		324 (400-1)	
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME OME	APP CRS	Rwy Idg	6001
115.0	270°	TDZE	21
Chan 97		Apt Elev	37

VOR RWY 28

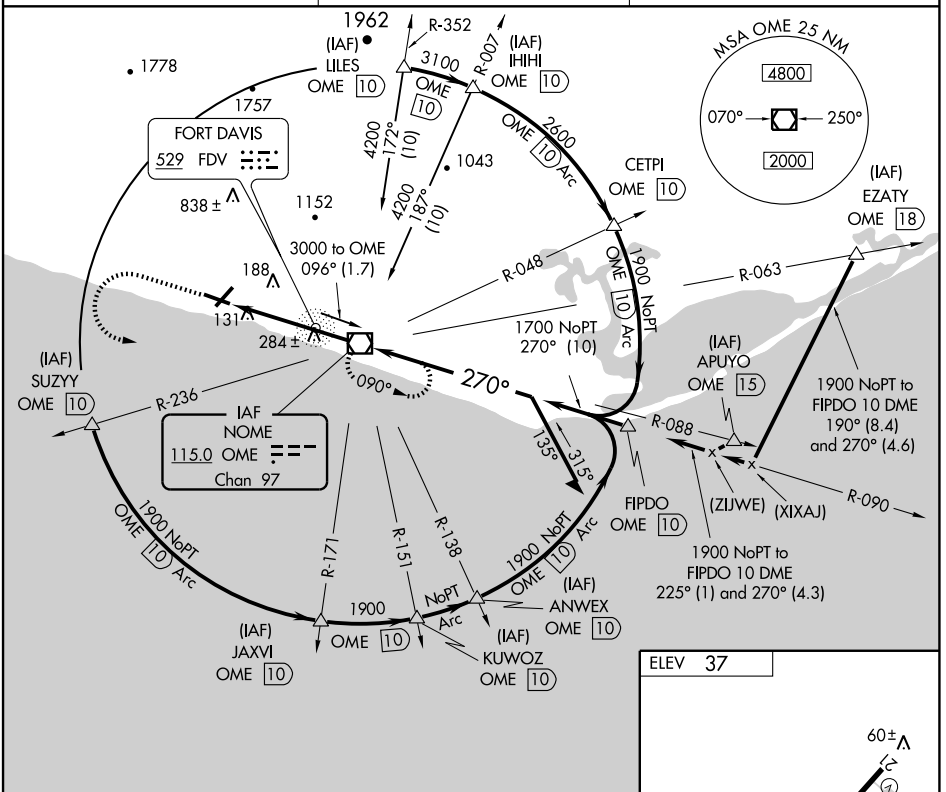
NOME (OME) (PAOM)

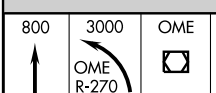
For inoperative MALSR, increase S-28 Cat A/B visibility to RVR 5000.

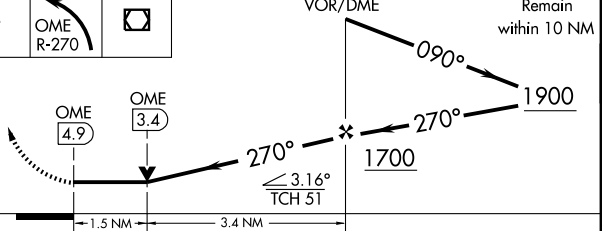
MALSR

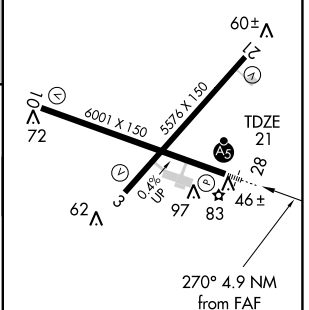
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via OME R-270 to OME VOR/DME and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L









REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

CATEGORY	A	B	C	D
S-28	540/40 519 (600-¾)		540/50 519 (600-1)	540/60 519 (600-1¼)
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

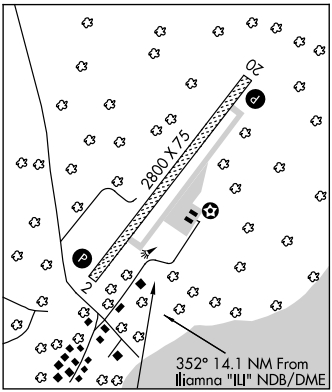
§ **NONDALTON** (5NN) (PANO) 1 NW N59°58.81′ W154°50.35′ UTC−9(−8DT) KODIAK
P 314 BL4, 10①, 12② 28(GVL) 02–20 L–3D
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02 slope 0.3% up NE. 2″ loose rocks on surface near Rwy 20 thld. Rwy 02 PAPI OTS indef. Rwy 02–20 edge marked with reflective cones. Thlds marked with reflective cones and thld panels. Rwy 02–20 edge lights white full length of rwy. Rwy 02 rgt tfc. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and Rwy 20, rotating bcn, and windsock lgts—CTAF. ①Rwy 02 and Rwy 20. ②Rwy 02 and Rwy 20.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡—NOTAM ILI OT CTC KENAI ENA)
ILIAMNA RCO—122.2 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—118.8

RADIO/NAV/WEATHER REMARKS —For LC to Iliamna FSS dial 571–1240. For a toll free call to Kenai FSS dial 1–866–864–1737.



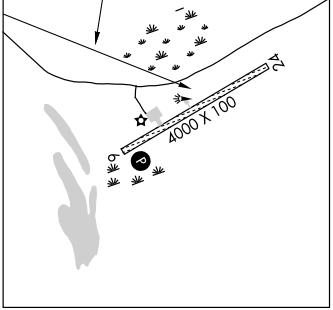
NOORVIK

§ **ROBERT (BOB) CURTIS MEM** (D76) (PFNO) 1 N N66°49.05′ W161°01.34′ UTC−9(−8DT) NOME
P 55 BL4, 12① 40(GVL) 06–24 H–1A, L–4I
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during winter—monitor CTAF. Rwy 06 PAPI OTS indef. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06—122.7. ①Rwy 06. TCH 25′. GS 3.0°.

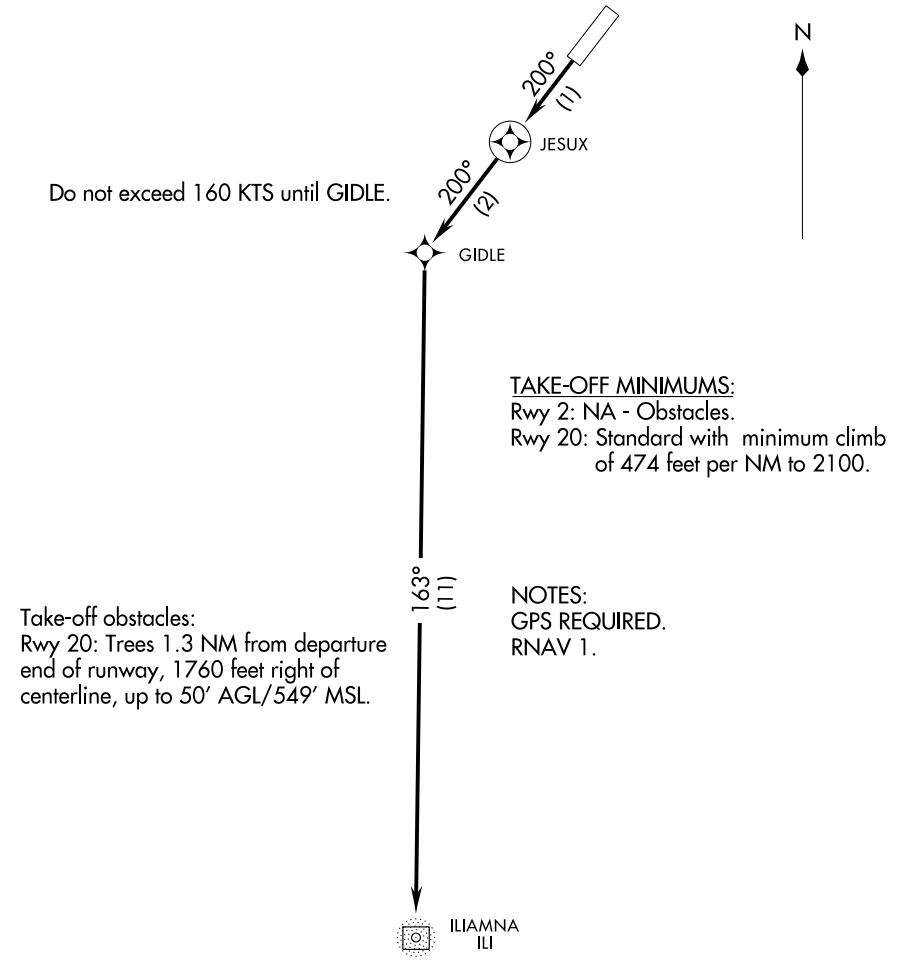
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡ –NOTAM OTZ OT CTC FAIRBANKS FAI)
ANCHORAGE CENTER APP/DEP CON —263.0 119.2

RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



ILIAMNA ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
118.8
ILIAMNA RADIO
123.6
CTAF
122.9



TAKE-OFF MINIMUMS:
Rwy 2: NA - Obstacles.
Rwy 20: Standard with minimum climb of 474 feet per NM to 2100.

Take-off obstacles:
Rwy 20: Trees 1.3 NM from departure end of runway, 1760 feet right of centerline, up to 50′ AGL/549′ MSL.

NOTES:
GPS REQUIRED.
RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb via 200° course to JESUX, and via depicted route to ILI NDB/DME. Then via assigned route and altitude.

AK, 23 SEP 2010 to 18 NOV 2010

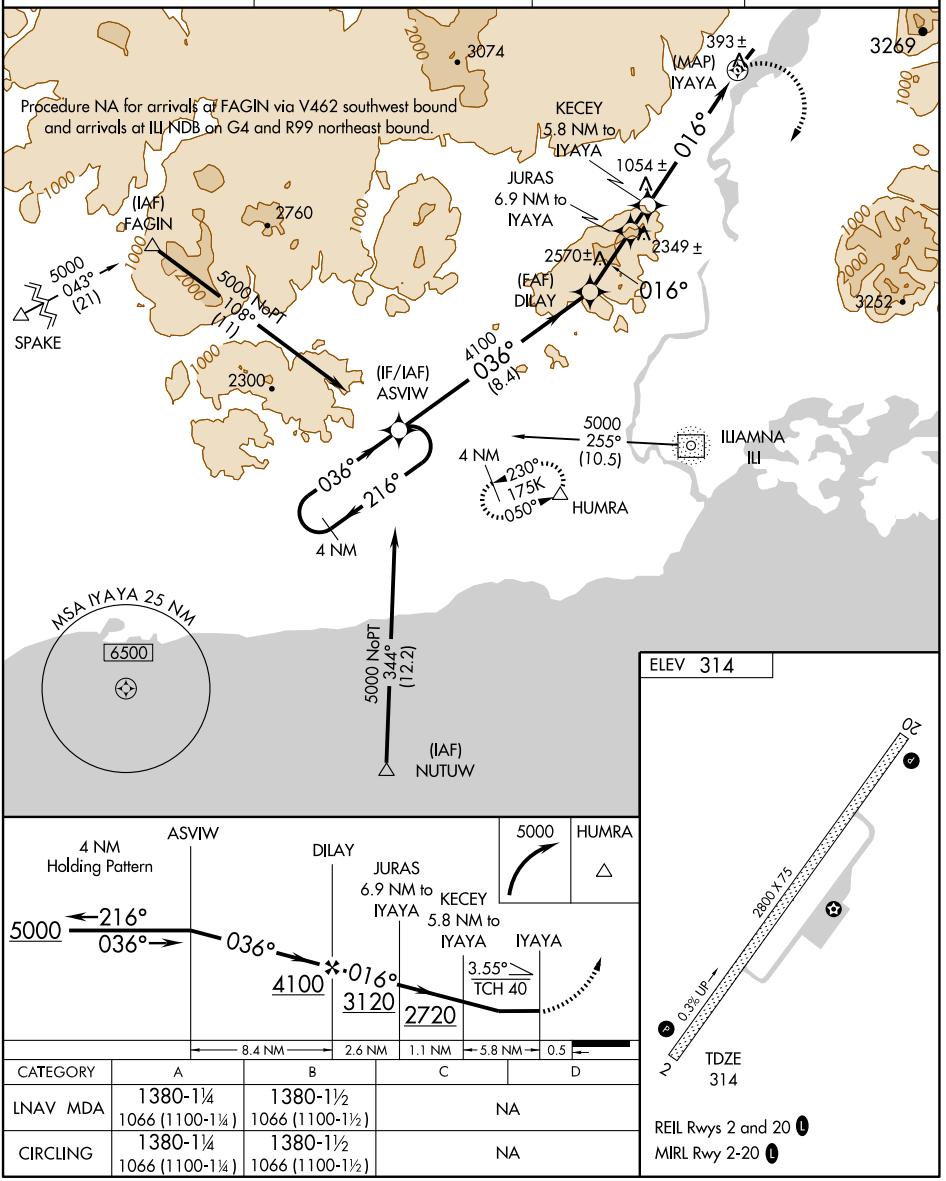
RNAV (GPS) RWY 2
NONDALTON (5NN) (PANO)

APP CRS	Rwy Idg	2800
016°	TDZE	314
	Apt Elev	314

Circling NA northwest of Rwy 2-20. Use Iliamna altimeter setting; if not received, procedure NA. Circling to Rwy 20 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct HUMRA and hold.

ILIAMNA ASOS	ANCHORAGE CENTER	CTAF	KENAI RADIO
134.95	118.8	122.9 L	122.2



CATEGORY	A	B	C	D
LNAV MDA	1380-1¼ 1066 (1100-1¼)	1380-1½ 1066 (1100-1½)	NA	
CIRCLING	1380-1¼ 1066 (1100-1¼)	1380-1½ 1066 (1100-1½)	NA	

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

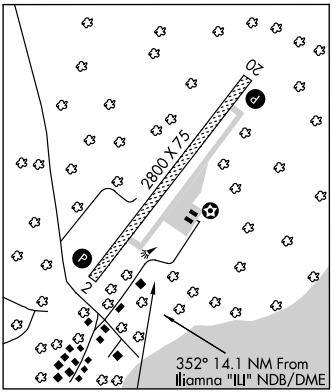
§ **NONDALTON** (5NN) (PANO) 1 NW N59°58.81′ W154°50.35′ UTC−9(−8DT) KODIAK
P 314 BL4, 10①, 12② 28(GVL) 02–20 L–3D
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02 slope 0.3% up NE. 2″ loose rocks on surface near Rwy 20 thld. Rwy 02 PAPI OTS indef. Rwy 02–20 edge marked with reflective cones. Thlds marked with reflective cones and thld panels. Rwy 02–20 edge lights white full length of rwy. Rwy 02 rgt tfc. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and Rwy 20, rotating bcn, and windsock lgts—CTAF. ①Rwy 02 and Rwy 20. ②Rwy 02 and Rwy 20.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡—NOTAM ILI OT CTC KENAI ENA)
ILIAMNA RCO—122.2 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—118.8

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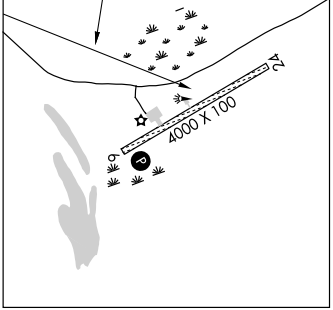
NOORVIK

§ **ROBERT (BOB) CURTIS MEM** (D76) (PFNO) 1 N N66°49.05′ W161°01.34′ UTC−9(−8DT) NOME
P 55 BL4, 12① 40(GVL) 06–24 H–1A, L–4I
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during winter—monitor CTAF. Rwy 06 PAPI OTS indef. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06—122.7. ①Rwy 06. TCH 25′. GS 3.0°.

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡ –NOTAM OTZ OT CTC FAIRBANKS FAI)
ANCHORAGE CENTER APP/DEP CON —263.0 119.2

RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



WAAS	APP CRS	Rwy Idg	4000
CH 78213	059°	TDZE	54
W06A		Apt Elev	55

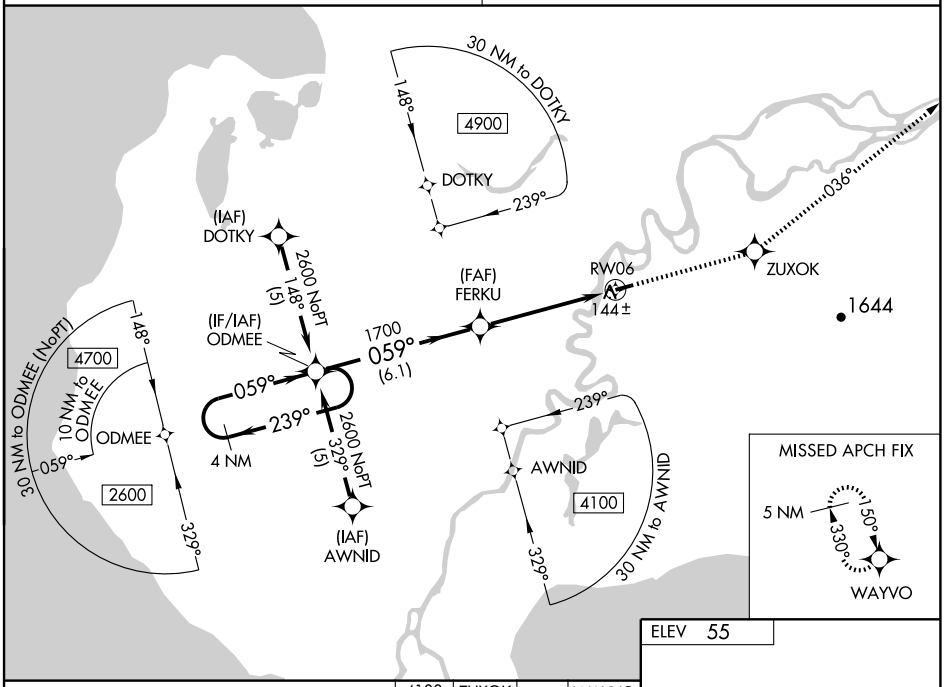
RNAV (GPS) RWY 6

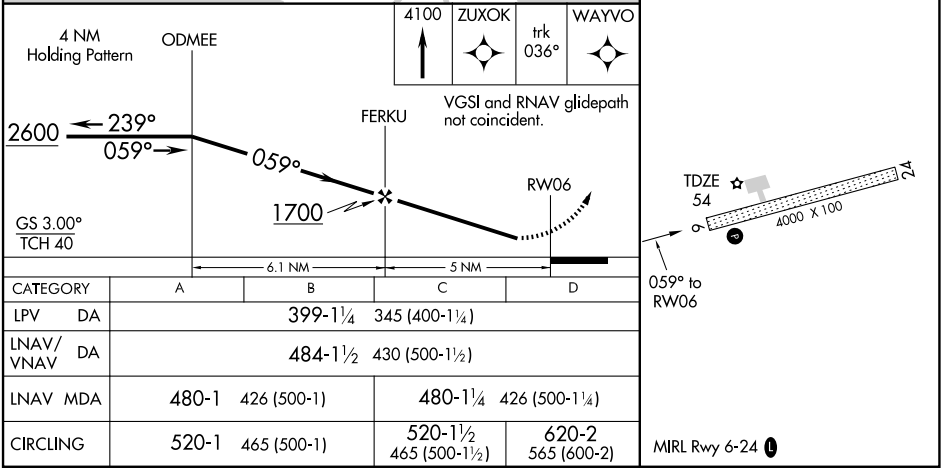
NOORVIK/ ROBERT/BOB/CURTIS MEMORIAL (D76) (PFNO)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Selawik altimeter setting; when not received, use Kotzebue altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4100 direct ZUXOK and via track 036° to WAYVO and hold, continue climb-in-hold to 4100.

ANCHORAGE CENTER	CTAF
119.2 263.0	122.7 L





CATEGORY	A	B	C	D
LPV DA	399-1¼ 345 (400-1¼)			
LNAV/ VNAV DA	484-1½ 430 (500-1½)			
LNAV MDA	480-1 426 (500-1)		480-1¼ 426 (500-1¼)	
CIRCLING	520-1 465 (500-1)		520-1½ 465 (500-1½)	620-2 565 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 78313	239°	TDZE	55
W24A		Apt Elev	55

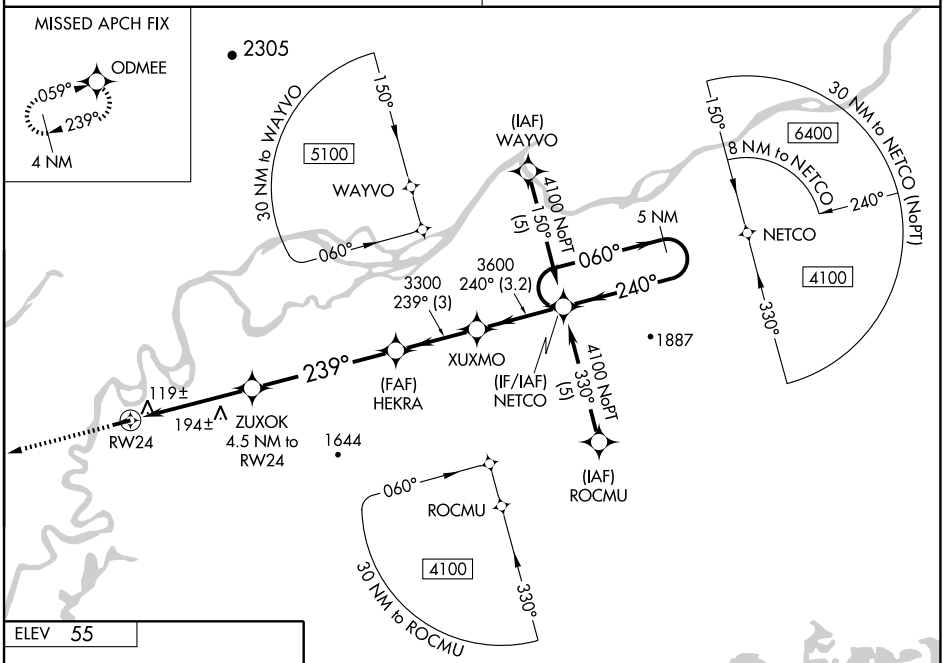
RNAV (GPS) RWY 24

NOORVIK/ ROBERT/BOB/CURTIS MEMORIAL (D76) (PFNO)

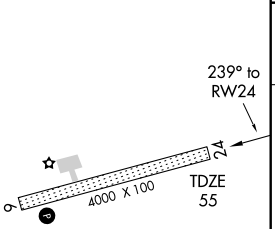
Baro-VNAV NA.
DME/DME RNP- 0.3 NA.
NA Use Selawik altimeter setting; when not received, use Kotzebue altimeter setting and increase all DA/MDA 40 feet and visibility LPV and LNAV/VNAV ¼ mile all Cats.

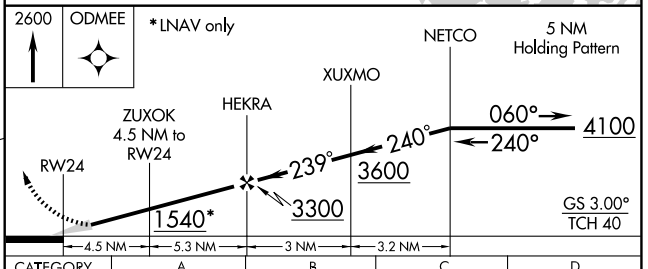
MISSED APPROACH: Climb to 2600 direct ODMEE and hold.

ANCHORAGE CENTER	CTAF
119.2 263.0	122.7 L



ELEV 55





CATEGORY	A	B	C	D
LPV DA	431-1¼ 376 (400-1¼)			
LNAV/ VNAV DA	486-1½ 431 (500-1½)			
LNAV MDA	500-1 445 (500-1)		500-1¼ 445 (500-1¼)	500-1½ 445 (500-1½)
CIRCLING	520-1 465 (500-1)		520-1½ 465 (500-1½)	620-2 565 (600-2)

MIRL Rwy 6-24 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

GREG'N SAGE (AK41) 19 SE N64°32.63′ W146°50.65′ **FAIRBANKS**
PVT 925 18 (TURF) 07–25
AIRPORT REMARKS —Attended irregularly. Land Rwy 07 depart Rwy 25. Tall trees along rwy sides. Wind shear and turbulence when windy. Animals and migratory waterfowl invof rwy.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **SCOTTS** (ØAKØ) 26 NE N64°23.55′ W146°51.73′ UTC−9(−8 DT) **FAIRBANKS**
PVT 800 10(TURF) 08–26
AIRPORT REMARKS —Unattended. Rwy not monitored, recommend visual inspection prior to ldg. Use at own risk. Wildlife on and invof rwy. Wind condition from NE, turbulence present at tree tops. Ldg Rwy 26. Rwy 26 has sun blind conditions Jun–Sep at sunset. PPR for transient acft call 907–488–5352. No facilities. Rwy 08–26 east end has 8°–10° uphill grade and 2° right to left sideslope. Rwy 26 end marked by four cones and flags.
COMMUNICATIONS—(TIE–IN FSS FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS —For a toll-free call to FAIRBANKS FSS dial 1–866–248–6516.

NORTH RIVER N63°54.46′ W160°48.72′ **McGRATH**
NDB(HW) 382 JNR 149° 1.2 NM to Unalakleet./15E. **H–1A, 2J, L–3C**

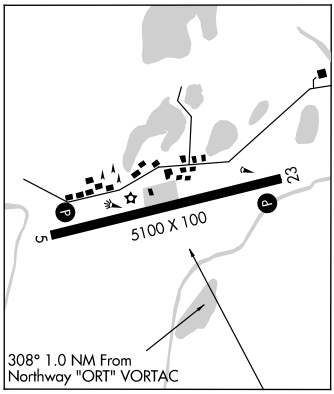
NORTH WHALE SEAPLANE (96Z) 0 W N56°06.98′ W133°07.30′ UTC−9(−8DT) **JUNEAU**
0 –100 NW–SE
SEAPLANE REMARKS —Unattended. Logs in landing area, use caution.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 1–800–WX–BRIEF.

NORTHSTAR HELIPORT (See PRUDHOE BAY/DEADHORSE)

NORTHWAY FSS —123.6 (122.65 used for high alt tfc only) 122.2 (E) May 1 thru Sep 30 1815–0345Z‡ OT CTC FAIRBANKS FSS)
EAGLE RCO —122.3
KNOB RIDGE RCO —122.6
MENTASTA RCO —121.4
MOUNT FAIRPLAY RCO —121.3
TOK RCO —122.4

§ **NORTHWAY** (ORT) (PAOR) 0 S N62°57.67′ W141°55.68′ (LRA) UTC−9(−8DT) **ANCHORAGE**
P 1715 B*L4, 10, 12① H51(ASPH–GRVD) 05–23 **H–1B, L–1A, 3E**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Floatplane customs svc avbl at Yarger Lake 8NM east. Fuel avbl at Yarger Lake 1 hour PPR, 907–778–2266. Frequent strong and variable crosswind. Snow removal ops dur winter, monitor CTAF. Ski strip parallel and adjacent to apch end Rwy 23 NW side. Customs avbl See GENERAL NOTICES—ENTRY REQUIREMENTS (CIVIL). Customs may not be avbl at the arpt on arrival, phone 774–2252 for agent. ACTIVATE MIRL Rwy 05–23, PAPI and REIL Rwy 05 and Rwy 23 —CTAF. Rwy 05 TCH 39′ GS 3.0°, Rwy 23 TCH 36′ GS 3.0°.



WEATHER DATA SOURCES—(ASOS 135.4 907–778–2282) (TWEB ORT 116.3) (WX CAM).
COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS NORTHWAY ORT MAY 1 – SEP 30 1815–0345Z‡–NOTAM ORT OT CTC FAIRBANKS FAI)
RADIO —123.6 (122.65 used for high alt tfc only) 122.2 (E) (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON —323.0 126.55
SUAIS —125.3 (1–800–758–8723)
RADIO AIDS TO NAVIGATION
(H)ABVORTACW 116.3 ORT Chan 110 N62°56.83′ W141°54.77′ At Fld. 1780/24E. **TWEB.**
TACAN azimuth unusable:
006°–026° byd 20 NM blw 10,500′ 331°–006° byd 35 NM blw 10,500′
NABESNA NDB(HW) 390 AES N62°57.95′ W141°53.30′ 232°1.1 NM to Fld./24E.
VHF/DF—Contact FAIRBANKS FSS when NORTHWAY FSS closed.
RADIO/NAV/WEATHER REMARKS —FSS on arpt May–Sep. LC to Northway FSS dial 778–2219. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Contract WX observation is avbl when ORT FSS clsd on 133.55 or phone 907–778–2240.

RNAV (GPS) RWY 5

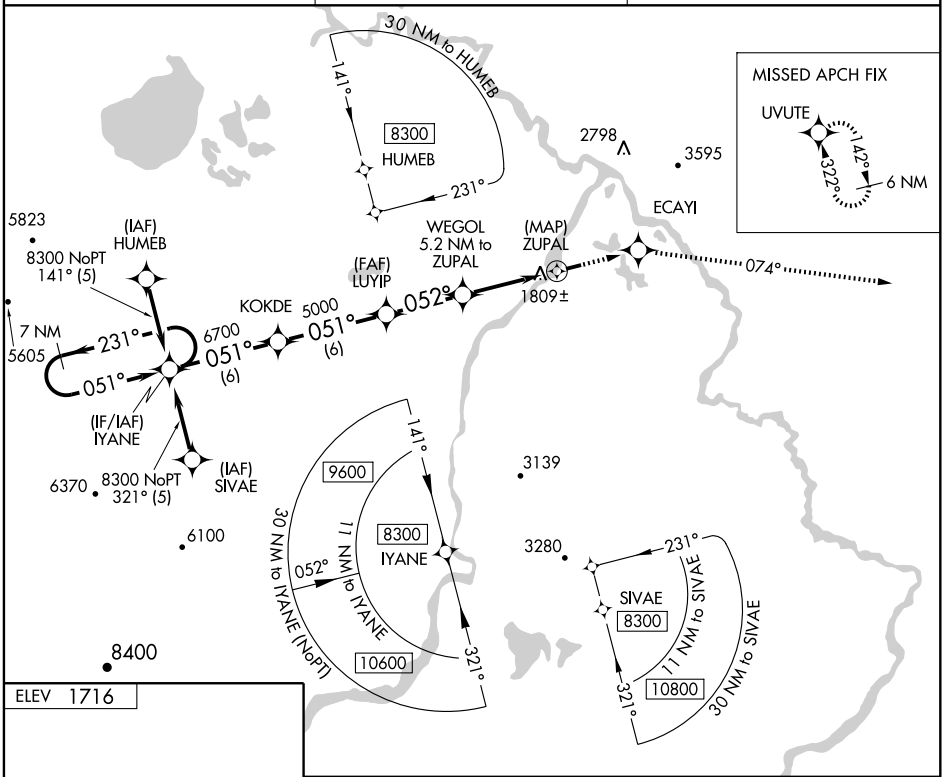
NORTHWAY (ORT)(PAOR)

APP CRS	Rwy Idg	5100
052°	TDZE	1713
	Apt Elev	1716

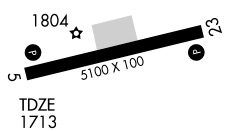
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4700 direct ECAYI and via 074° track to UVUTE and hold.

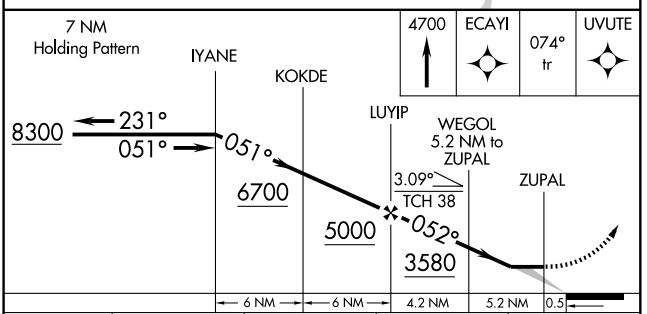
ASOS	ANCHORAGE CENTER	NORTHWAY RADIO
135.4	126.55 323.0	123.6 (CTAF) L



ELEV 1716



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LNAV MDA	2060-1 347 (400-1)			2060-1¼ 347 (400-1¼)
CIRCLING	2220-1 504 (600-1)		2220-1½ 504 (600-1½)	2280-2 564 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

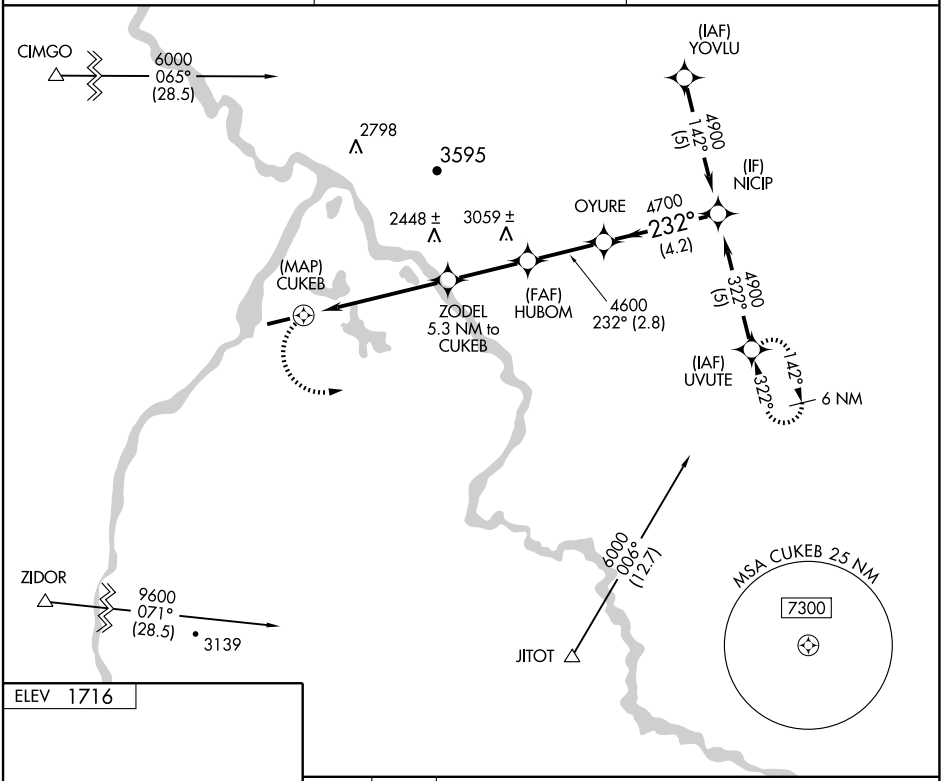
NORTHWAY (ORT)(PAOR)

APP CRS	Rwy Idg	5100
232°	TDZE	1713
	Apt Elev	1716

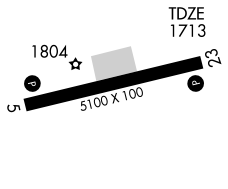
DME/DME RNP-0.3 NA.

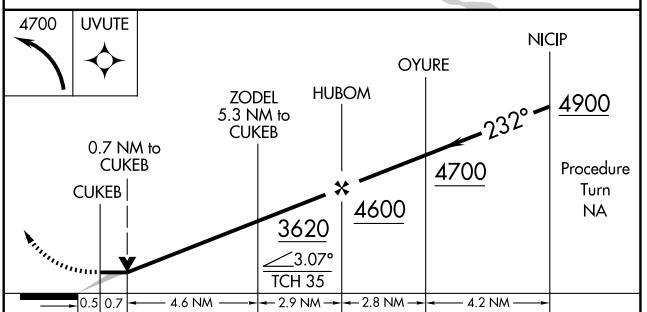
MISSED APPROACH: Climbing left turn to 4700 direct UVUTE and hold.

ASOS	ANCHORAGE CENTER	NORTHWAY RADIO
135.4	126.55 323.0	123.6 (CTAF) L



ELEV 1716





CATEGORY	A	B	C	D
LNAV MDA	2140-1	427 (500-1)	2140-1¼ 427 (500-1¼)	2140-1½ 427 (500-1½)
CIRCLING	2220-1	504 (600-1)	2220-1½ 504 (600-1½)	2280-2 564 (600-2)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010

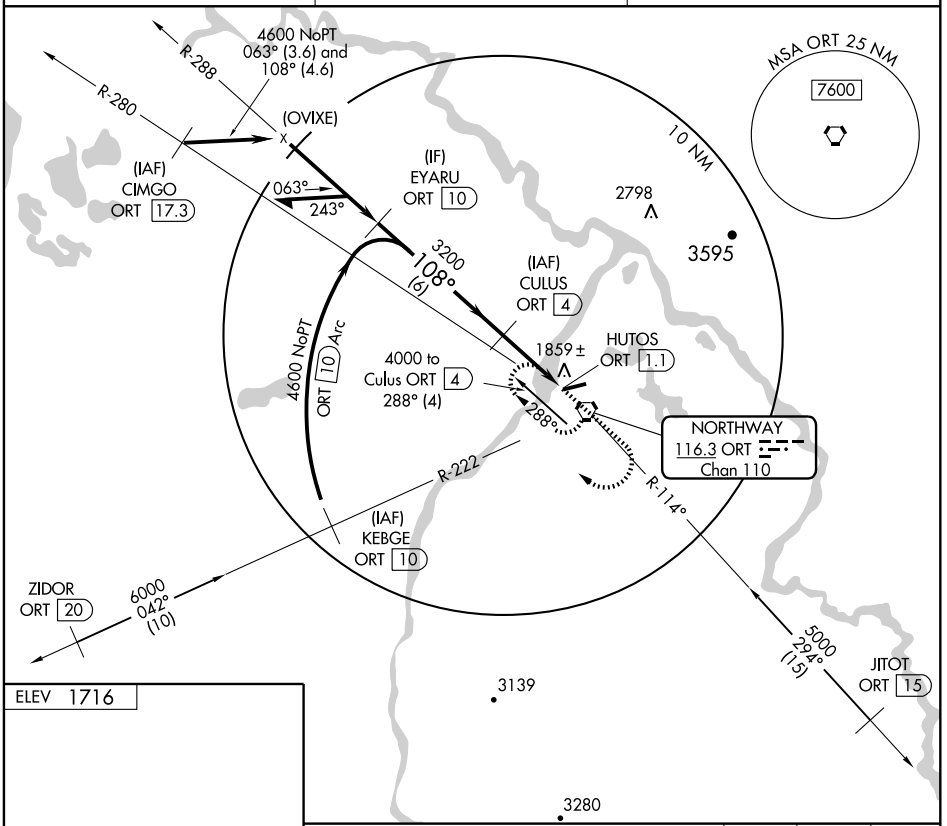
AK, 23 SEP 2010 to 18 NOV 2010

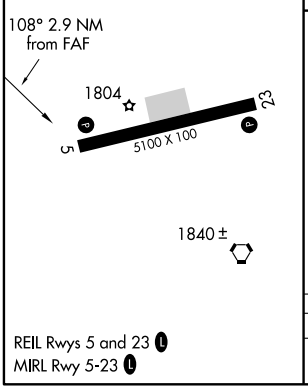
VORTAC ORT 116.3 Chan 110	APP CRS 108°	Rwy Idg N/A TDZE N/A Apt Elev 1716

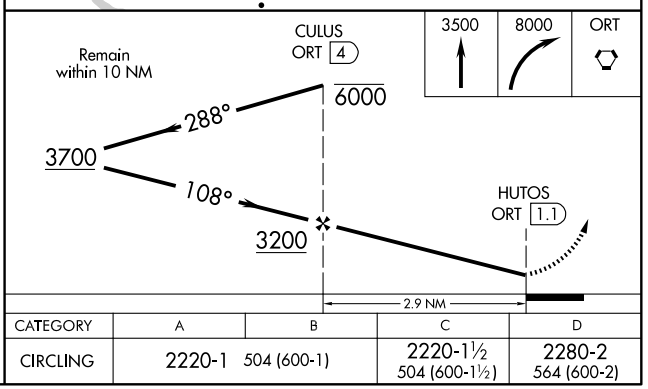
VOR/DME-A
NORTHWAY (ORT)(PAOR)

MISSED APPROACH: Climb to 3500 then climbing right turn to 8000 direct ORT VORTAC and hold, continue climb-in-hold to 8000.

ASOS	ANCHORAGE CENTER	NORTHWAY RADIO
135.4	126.55 323.0	123.6 (CTAF) L







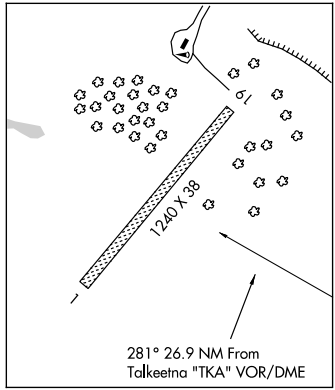
REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
CIRCLING	2220-1	504 (600-1)	2220-1½ 504 (600-1½)	2280-2 564 (600-2)

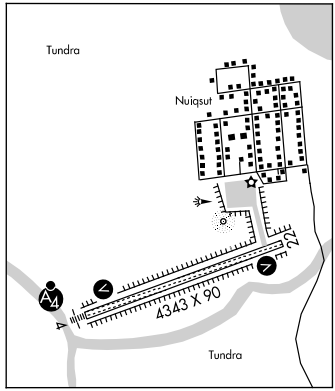
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NORTON BAY N64°41.76′ W162°03.82′ **NOME**
NDB(HW) OAY 263 At Moses Point./16E. Unusable byd 35 NM. **L–3C, 4H**

NUGGET BENCH (33AK) 1 SE N62°31.04′ W150°56.72′ UTC−9(−8DT) **ANCHORAGE**
PVT 2010 12(GVL) 01–19
AIRPORT REMARKS —Unattended. Rwy 01–19 width varies 38 to 81′. 5′ high brush 20′ from approach end of Rwy 19.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **NUIQSUT** (AQT) (PAQT) 0 S N70°12.60′ W151°00.33′ UTC−9(−8DT) **POINT BARROW**
38 BL5, 6, 9 ①, 10 ② 43(GVL) 04–22 **H–1A, L–4J**
IAP
AIRPORT REMARKS —Unattended. Rwy condition not monitored recommend visual inspection prior to using. Birds and caribou on and invof arpt. 100′ lighted twr 847′ north of thld Rwy 22. Rwy 04 MALSF. Rwy 22 extended centerline marked with orange 50 gal drums. ACTIVATE HIRL Rwy 04–22, VASI Rwy 04 and Rwy 22, MALSF Rwy 04 and REIL Rwy 22—CTAF. Rwy 04 rgt tfc. ①Rwy 04, TCH 33′. GS 3.0°. Rwy 22, TCH 33′. GS 3.0°. ②Rwy 22.
WEATHER DATA SOURCES—(ASOS 135.35 907–480–5577).
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS DEADHORSE SCC 1500–0630Z‡, OT CTC FAIRBANKS FAI–NOTAM AQT.)
NUIQSUT RCO —122.5 (DEADHORSE FSS)
ANCHORAGE CENTER APP/DEP CON—370.9 134.4 119.4
RADIO AIDS TO NAVIGATION
NUIQSUT VILLAGE NDB (HW) 241 UQS N70°12.75′ W150°59.99′ at Fld./22E.
NDB unusable:
045°–165° byd 35 NM.
RADIO/NAV/WEATHER REMARKS —LD call to Deadhorse FSS dial 1–907–659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS call 1–800–779–7709.



NUIQSUT VILLAGE N70°12.75′ W150°59.99′ **POINT BARROW**
NDB(HW) UQS 241 at Nuiqsut./22E. **L–4J**
NDB unusable:
045°–165° byd 35 NM.

APP CRS	Rwy Idg	4343
041°M (220°G)	TDZE	38
	Apt Elev	38

RNAV (GPS) RWY 4

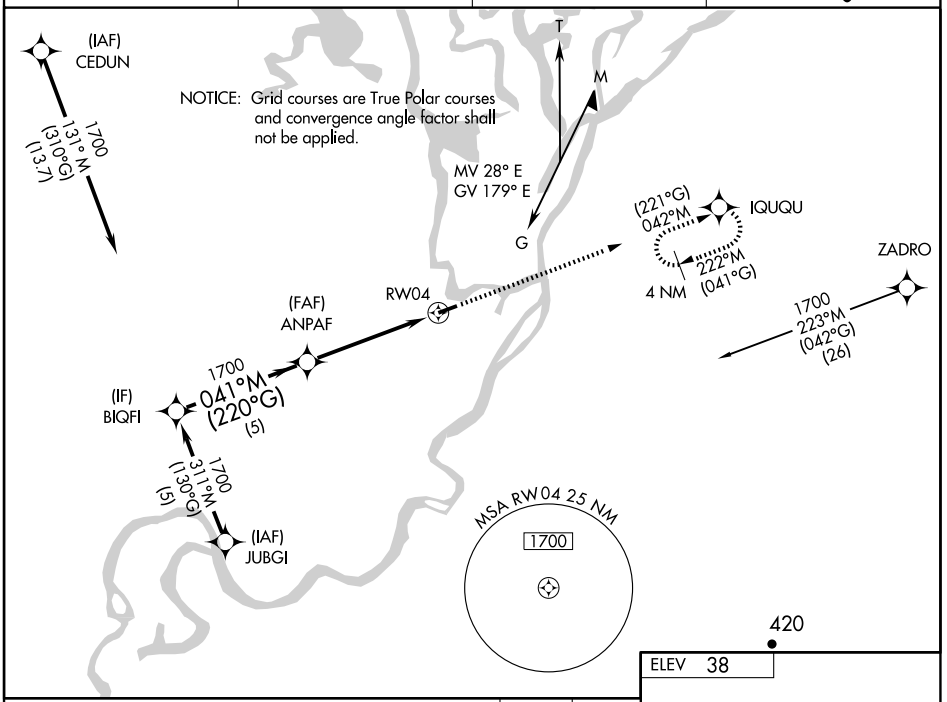
NUIQSUT (AQT) (PAQT)

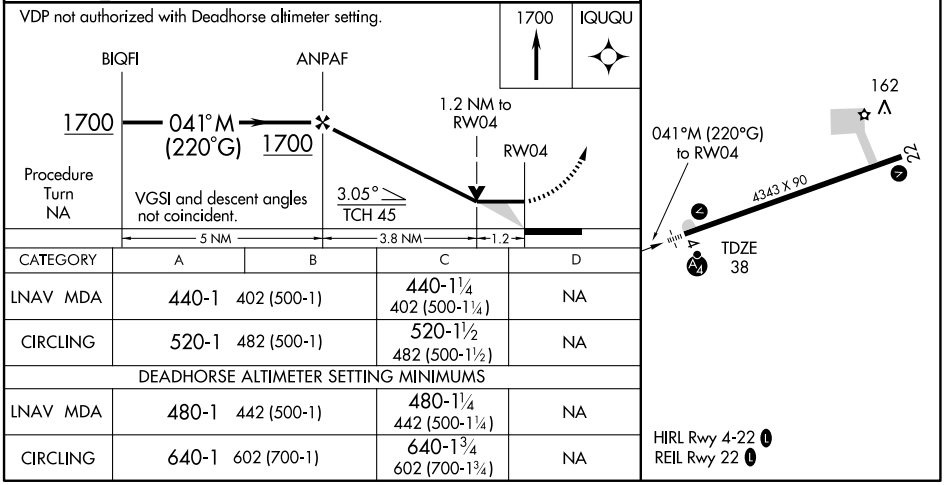
When local altimeter setting not received, use Deadhorse altimeter setting. DME/DME RNP-0.3 NA. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 1700 direct IQUQU and hold.

ASOS	ANCHORAGE CENTER	DEADHORSE RADIO	CTAF
135.35	119.4	122.5	122.8 L





CATEGORY	A	B	C	D
LNAV MDA	440-1 402 (500-1)		440-1¼ 402 (500-1¼)	NA
CIRCLING	520-1 482 (500-1)		520-1½ 482 (500-1½)	NA
DEADHORSE ALTIMETER SETTING MINIMUMS				
LNAV MDA	480-1 442 (500-1)		480-1¼ 442 (500-1¼)	NA
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	NA

HIRL Rwy 4-22 L
REIL Rwy 22 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4343
222°M (041°G)	TDZE	38
	Apt Elev	38

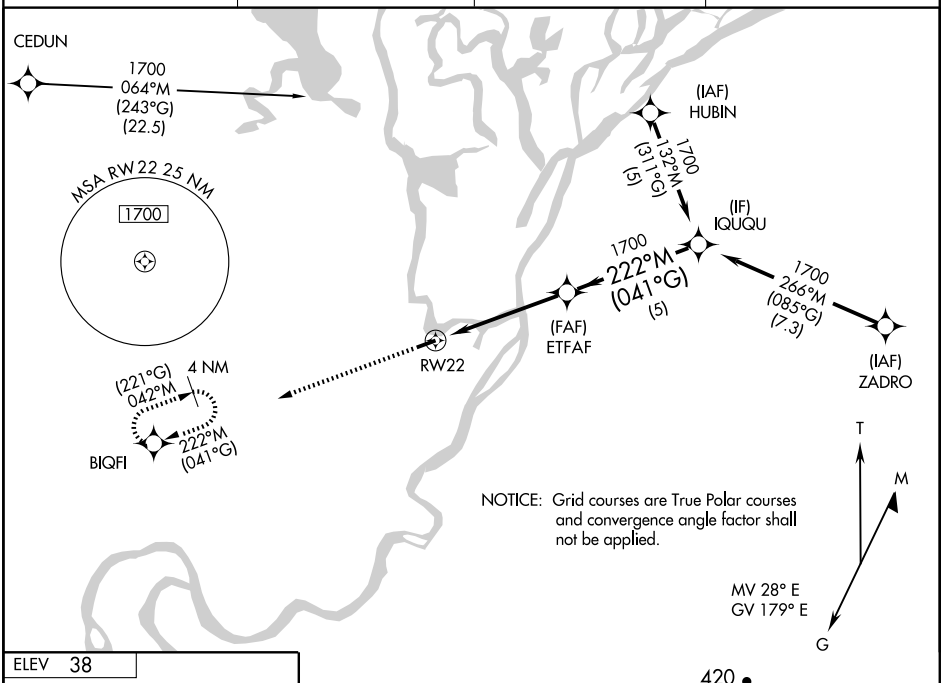
RNAV (GPS) RWY 22

NUIQSUT (AQT) (PAQT)

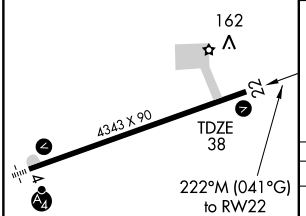
⚠ When local altimeter setting not received, use Deadhorse altimeter setting.
DME/DME RNP-0.3 NA.

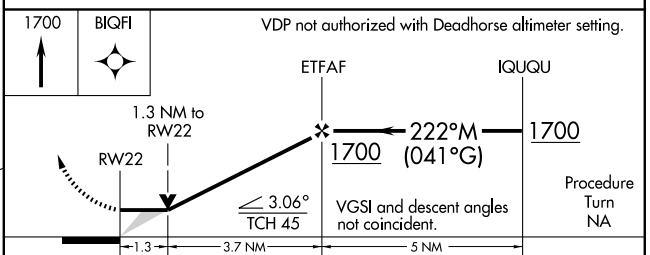
MISSED APPROACH: Climb to 1700 direct BIQFI and hold.

ASOS	ANCHORAGE CENTER	DEADHORSE RADIO	CTAF
135.35	119.4	122.5	122.8 L



ELEV 38



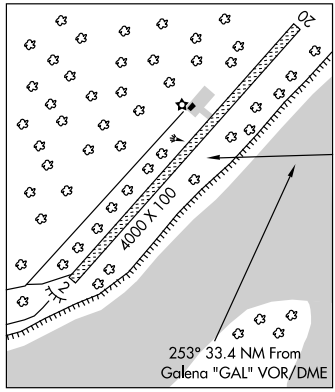


CATEGORY	A	B	C	D
LNAV MDA	480-1	442 (500-1)	480-1¼ 442 (500-1¼)	NA
CIRCLING	520-1	482 (500-1)	520-1½ 482 (500-1½)	NA
DEADHORSE ALTIMETER SETTING MINIMUMS				
LNAV MDA	600-1	562 (600-1)	600-1½ 562 (600-1½)	NA
CIRCLING	640-1	602 (700-1)	640-1¾ 602 (700-1¾)	NA

HIRL Rwy 4-22 L
REIL Rwy 22 L

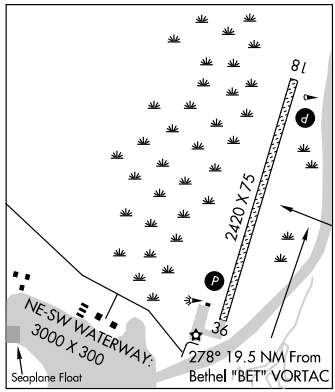
AK, 23 SEP 2010 to 18 NOV 2010

§ **NULATO** (NUL) (PANU) 1 NE N64°43.76′ W158°04.45′ UTC−9(−8DT) **NOME**
P 399 BL4 40(GVL) 02–20 **H–1A, 2J, L–3C, 4I**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter, monitor CTAF. Rwy 02 slope 1.1% up NE. Rwy 02–20 3″ ruts and puddles on rwy. Rwy 02 rgt side unusable and marked with orange cones. ACTIVATE MIRL Rwy 02–20—CTAF. **IAP**
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI—NOTAM FAI)
GALENA RCO —122.2 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —127.0 290.2
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **NUNAPITCHUK** (16A) 1 NE N60°54.36′ W162°26.44′ UTC−9(−8DT) **BETHEL**
P 12 BL4, 10, 12① 24(GVL) 18–36
AIRPORT REMARKS —Unattended. Not inspected. Rwy condition not monitored–recommend visual inspection prior to use. Wind indicator may be unreliable. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF. ①Rwy 18. Rwy 36.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS (CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **NUNAPITCHUK SEAPLANE** N60°54.36′ W162°26.44′ UTC−9(−8DT)
P 10 –30 NE–SW
SEAPLANE REMARKS —Small float in river used for loading and off-loading.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS (CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM BET)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



NUSHAGAK (See DILLINGHAM)

OAK HARBOR, WA (See WHIDBEY ISLAND NAS (AULT FLD))

OAK HARBOR

§ **AJ EISENBERG** WA (OKH) 3 SW N48°15.09′ W122°40.42′ UTC−8(−7DT) **SEATTLE**
193 BL4, 12 ② H32(ASP) 07–25 ① S5 **L–1E**
SERVICE —S2 **FUEL** —(NC–100LL, MOGAS) **IAP**
AIRPORT REMARKS —Unattended. PPR for ultralights and gliders ctc arpt manager phone 360–929–6802 or 1–866–429–2132. Rwy 07 rgt tfc. Rwy 07–25 nstd LIRL only W 2620′ rwy lgtd. Rwy 07–25 severely cracked, spalling in some areas. Rwy 07 slope 1.6% up east. ACTIVATE NSTD LIRL Rwy 07–25—CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs. ①Rwy 07 thld displaced 508′. Rwy 25 thld displaced 143′. ②Rwy 07 GS 4.5°. Rwy 25 GS 4.5°.
WEATHER DATA SOURCES—(AWOS–3 132.775 360–675–8431)
COMMUNICATIONS—(CTAF/UNICOM 122.8) (ATIS 280.3 134.15) (TIE–IN FSS SEATTLE SEA–NOTAM 76S)
Ⓡ **WHIDBEY APP/DEP CON** 285.65 118.2
AIRSPACE: CLASS E svc 1430–0700Z‡.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF. Whidbey Island NAS (Ault Fld) ATIS avbl on freq 281.5 134.15.

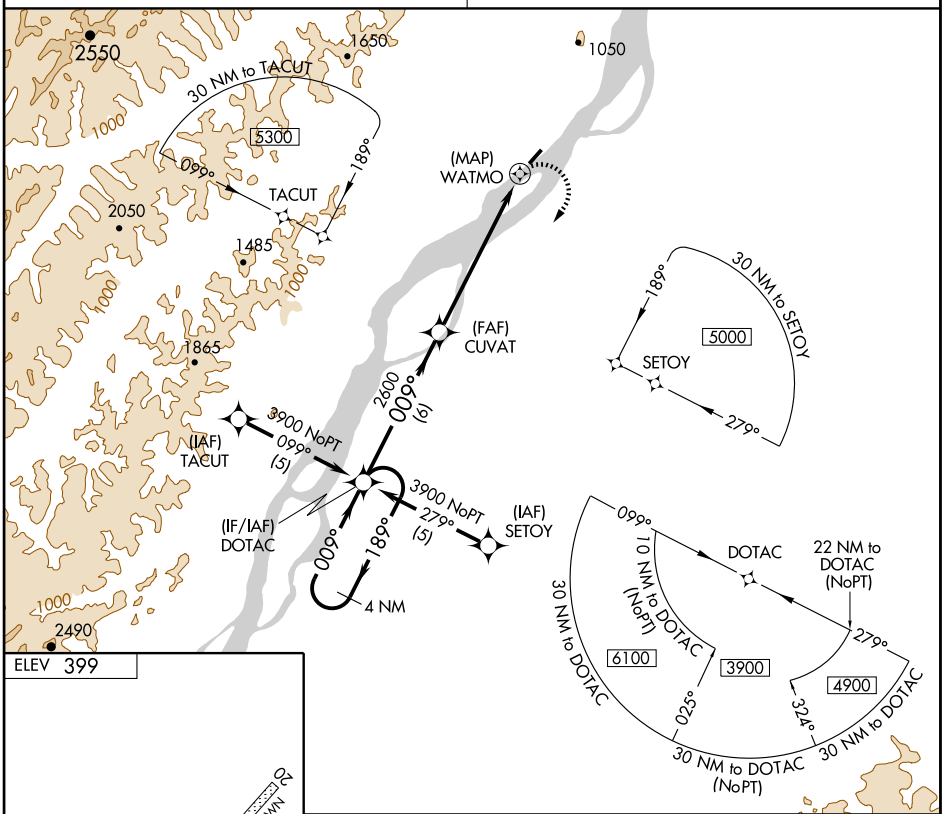
RNAV (GPS) RWY 2
NULATO (NUL) (PANU)

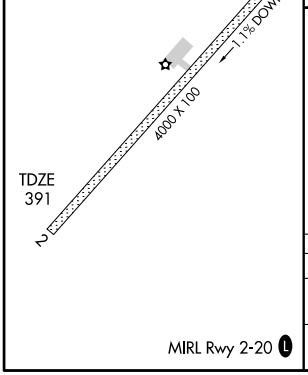
APP CRS	Rwy Idg	4000
009°	TDZE	391
	Apt Elev	399

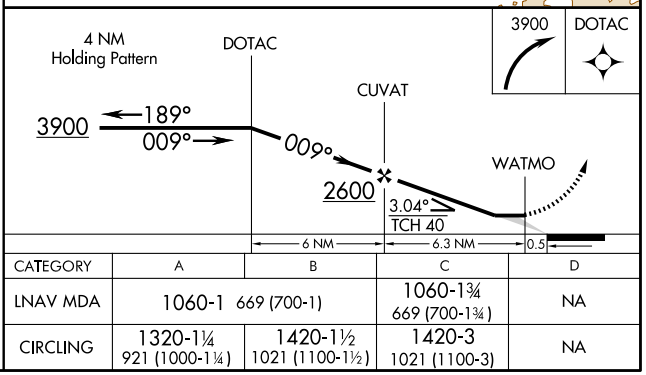
DME/DME RNP-0.3 NA. Use Galena altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 3900 direct DOTAC and hold.

FAIRBANKS RADIO	CTAF
122.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 669 (700-1)		1060-1¾ 669 (700-1¾)	NA
CIRCLING	1320-1¼ 921 (1000-1¼)	1420-1½ 1021 (1100-1½)	1420-3 1021 (1100-3)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

NULATO (NUL) (PANU)

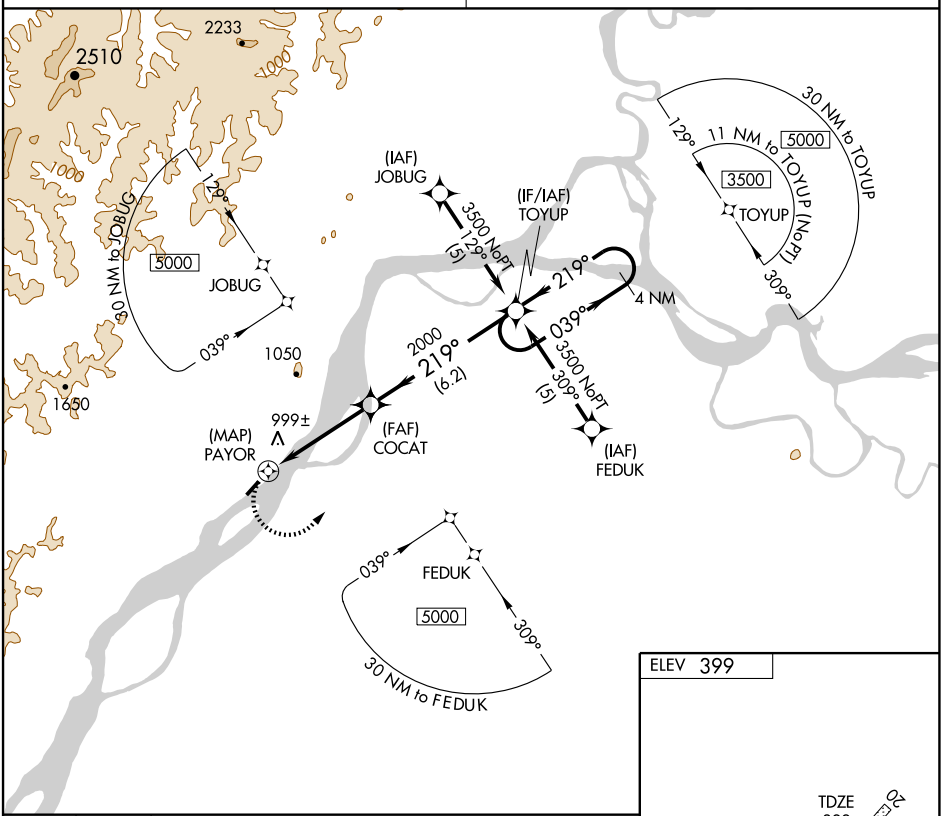
APP CRS	Rwy Idg	4000
219°	TDZE	399
	Apt Elev	399

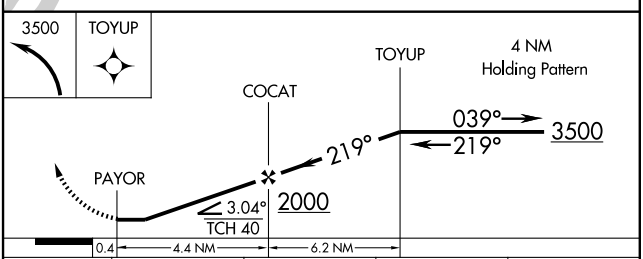
DME/DME RNP-0.3 NA. Use Galena altimeter setting.

NA

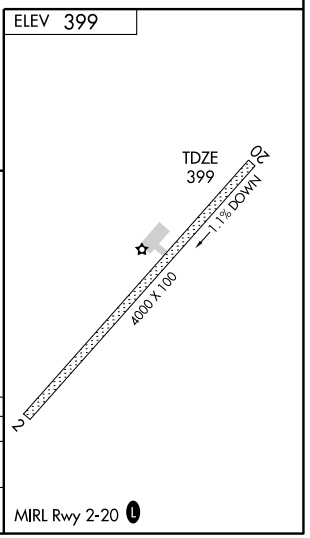
MISSED APPROACH: Climbing left turn to 3500 direct TOYUP and hold.

FAIRBANKS RADIO	CTAF
122.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ 961 (1000-1¼)	1360-1½ 961 (1000-1½)	1360-3 961 (1000-3)	NA
CIRCLING	1360-1¼ 961 (1000-1¼)	1420-1½ 1021 (1100-1½)	1420-3 1021 (1100-3)	NA

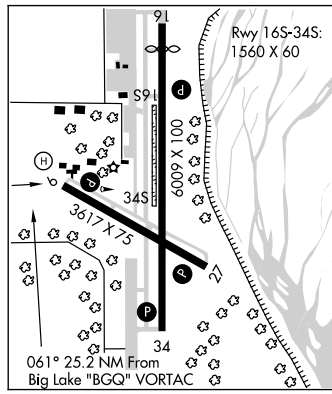


AK, 23 SEP 2010 to 18 NOV 2010

GROUSE RIDGE (AK93) 6 NW N61°39.31′ W149°16.41′ UTC−9(−8DT) **ANCHORAGE**
PVT 535 16(GVL) 02–20
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

JIM'S LANDING (82AK) 2 E N61°36.99′ W149°11.49′ UTC−9(−8DT) **ANCHORAGE**
PVT 425 10(TURF–GVL) 02–20
AIRPORT REMARKS —Unattended. Rwy not maintained during winter months.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **PALMER MUNI** (PAQ) (PAAQ) 1 SE N61°35.69′ W149°05.32′ UTC−9(−8DT) **ANCHORAGE**
P 242 BL4, 10③, 12 ① H60(ASP) 16–34 ②S180, 09–27, 16S–34S **H–1B, 2K, L–1A, 3D, 4G**
SERVICE—S4 **FUEL** —(NC–100LL, A1, B) **IAP**
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–6008 TODA–6008 ASDA–6008 LDA–5508
RWY 34: TORA–6008 TODA–6008 ASDA–6008 LDA–6008
AIRPORT REMARKS —Attended 1700–0200Z‡. Rwy 09–27 CLOSED to acft over 12,500 lbs. Rwy 27 slope 0.3% up NW. Rwy 34 slope 0.4% up N. Fuel avbl credit card 24 hrs north and south ramp. Rwy 16S–34S 1560′ by 60′ gravel landing area avbl west side and parallel to Rwy 16–34, no simultaneous parallel operations allowed, sequence on CTAF. Thlds and edges marked with cones. Winter maintenance not avbl. Flocks of seagulls and ravens on arpt. Migratory waterfowl on arpt Spring and Fall. Be Alert: Glider activity on and invof arpt Apr thru Sep. Transient parking north ramp, labeled spaces T1–T9 adjacent FSS. When FSS closed ACTIVATE MIRL Rwy 16–34 and Rwy 09–27, PAPI Rwy 9, Rwy 27, Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF. ①Rwy 16, TCH 43′. GS 3.0°. Rwy 34, TCH 53′. GS 3.0°. ②Rwy 16 thld displaced 500′. ③REIL Rwy 16 and Rwy 24.



WEATHER DATA SOURCES —(ASOS 134.75 907–746–6675) (WX CAM).
COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡—NOTAM PAQ OT CTC KENAI ENA)
RADIO —123.6 122.4 (LAA 123.6)
RCO —123.6 122.4 (KENAI FSS—oprs hrs PALMER FSS closed).
Ⓡ **ANCHORAGE APP/DEP CON** —290.5 118.6
RADIO/NAV/WEATHER REMARKS —For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

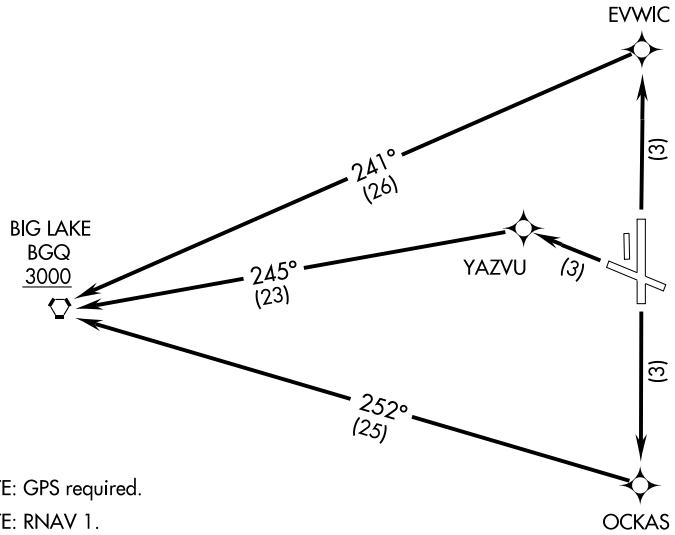
§ **SKY RANCH AT PIONEER PEAK** (AK50) 3 SE N61°33.27′ W149°08.67′ UTC−9(−8DT) **ANCHORAGE**
PVT 120 H20(ASP) 06–24
AIRPORT REMARKS —Unattended. Rwy 06 rgt tfc.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS KENAI)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

VALLEY HOSPITAL–PALMER HELIPORT (AK42) 0 N N61°36.05′ W149°06.35′ UTC−9(−8DT) **ANCHORAGE**
PVT 248 L2 H52X52(ASP) H1
HELIPORT REMARKS —Attended continuously. For H1 perimeter lights call 907–746–8600.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

WASILLA CREEK AIRPARK (Ø5AK) 5 NW N61°40.12′ W149°11.24′ UTC−9(−8DT) **ANCHORAGE**
PVT 620 20(TURF–GVL) 01–19
AIRPORT REMARKS —Unattended.
COMMUNICATIONS—(TIE–IN FSS PALMER PAQ MON–FRI 1700–0300Z‡, SAT 1500–0630Z‡, SUN 1800–0400Z‡ OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —LC to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

PALMER THREE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE DEP CON
118.6 290.5
PALMER RADIO
123.6 (CTAF) 122.4



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 9: NA-obstacles.
Rwy 16: Standard with minimum climb of 272 feet per NM to 1000.
Rwy 27: 500-1¼ or standard with a minimum climb of 245 feet per NM to 500.
Rwy 34: 500-1½ or standard with a minimum climb of 467 feet per NM to 800.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 19 feet from DER, 126 feet left of centerline, up to 60′ AGL/309′ MSL.
Trees beginning 17 feet from DER, 163 feet right of centerline, up to 60′ AGL/280′ MSL.
Rwy 27: Trees beginning 44 feet from DER, 66 feet left of centerline, up to 60′ AGL/409′ MSL.
Trees beginning 19 feet from DER, 212 feet right of centerline, up to 60′ AGL/519′ MSL.
Rwy 34: Trees beginning 66 feet from DER, 435 feet left of centerline, up to 60′ AGL/303′ MSL.
Trees and poles beginning 5239 feet from DER, 1614 feet right of centerline, up to 60′ AGL/659′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb direct OCKAS, then right turn via 252° track to BGQ VORTAC, thence. . . .

TAKE-OFF RUNWAY 27: Climb dierct YAZVU, then via 245° track to BGQ VORTAC, thence. . . .

TAKE-OFF RUNWAY 34: Climb direct EVWIC, then left turn via 241° track to BGQ VORTAC, thence. . . .

. . . .maintain 3000 or assigned altitude, expect filed altitude 10 minutes after departure.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
023°	TDZE	N/A
	Apt Elev	242

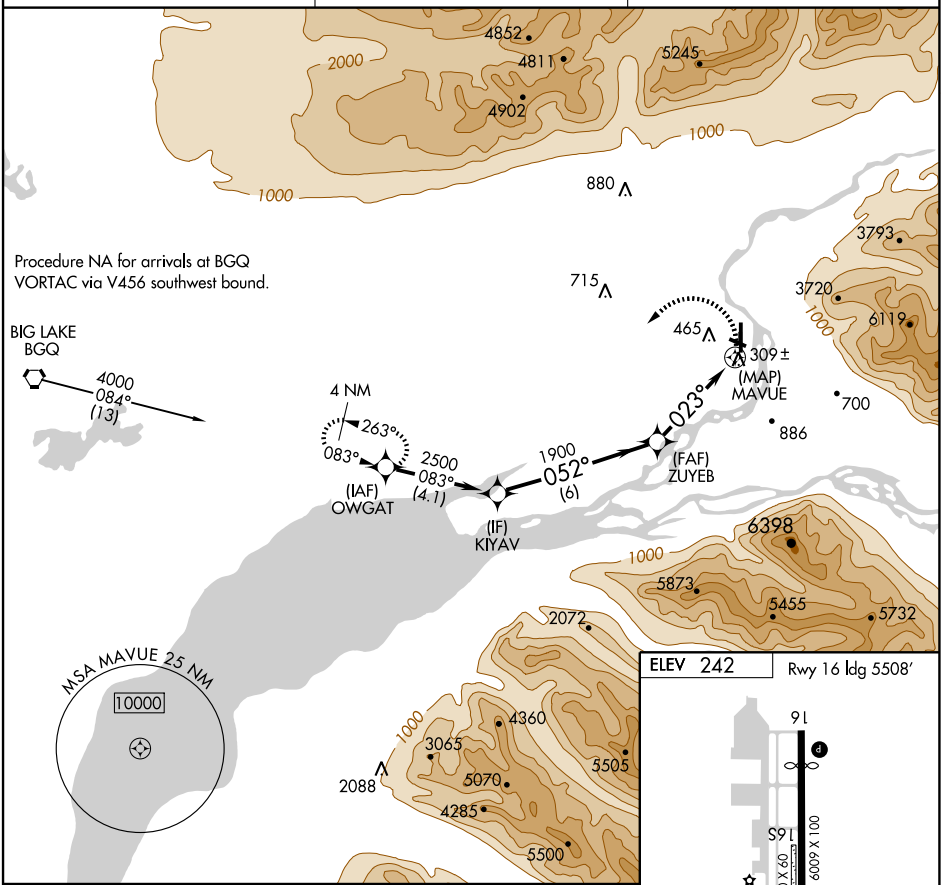
RNAV (GPS)-A
PALMER MUNI (PAQ) (PAAQ)

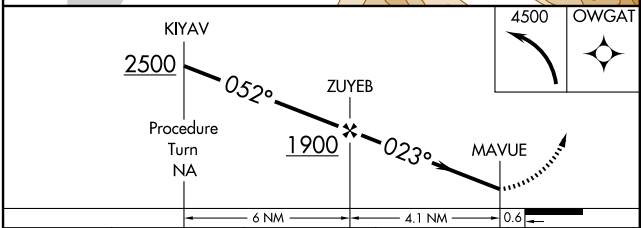
Circling NA NE of Rwy 16-27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 4500 direct OWGAT and hold, continue climb in hold to 4500.

ASOS	ANCHORAGE APP CON	PALMER RADIO
134.75	118.6 290.5	123.6 (CTAF) L 122.4

AK, 23 SEP 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
CIRCLING	860-1	618 (700-1)	920-2 678 (700-2)	920-2¼ 678 (700-2¼)

REIL Rwy 16-34 L
MIRL Rwys 9-27 and 16-34 L

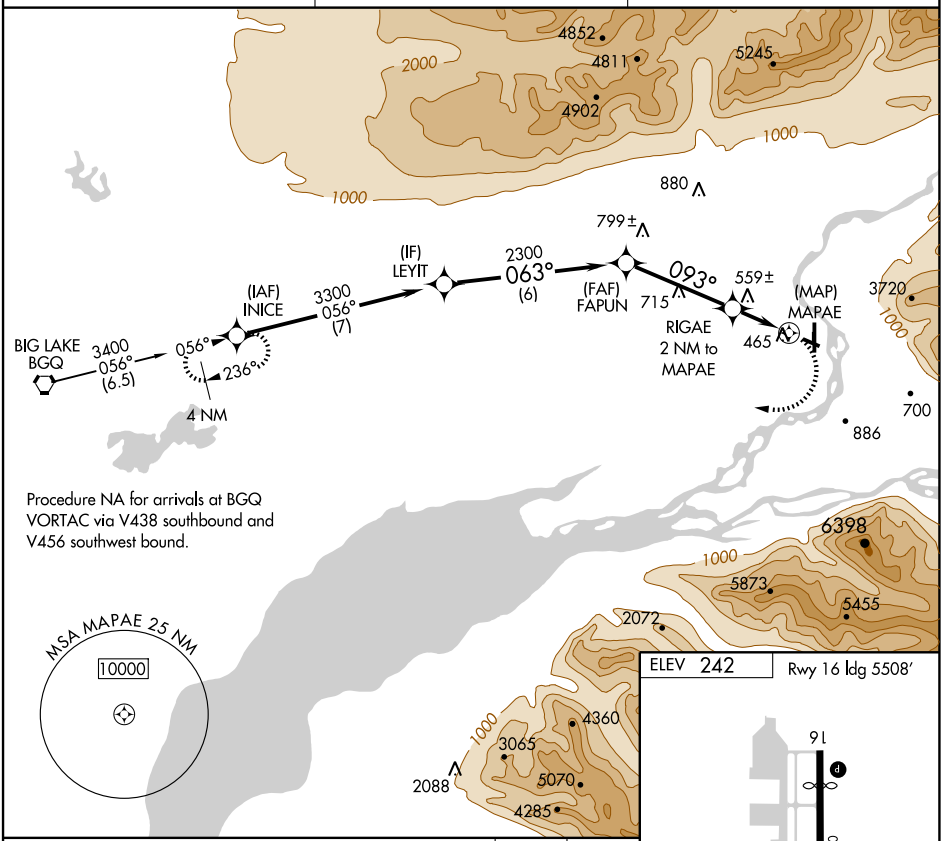
APP CRS	Rwy Idg	3617
093°	TDZE	227
	Apt Elev	242

RNAV (GPS) RWY 9
PALMER MUNI (PAQ) (PAAQ)

Circling NA NE of Rwy 16-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3400 direct INICE and hold.

ASOS	ANCHORAGE APP CON	PALMER RADIO
134.75	118.6 290.5	123.6 (CTAF) L 122.4



CATEGORY	A	B	C	D
LNAV MDA	820-1 593 (600-1)		820-1½ 593 (600-1½)	820-1¾ 593 (600-1¾)
CIRCLING	860-1 618 (700-1)		920-2 678 (700-2)	920-2¼ 678 (700-2¼)

REIL Rwy 6-34 L
MIRL Rwys 9-27 and 16-34 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

PELICAN SEAPLANE (PEC) 0 S N57°57.31′ W136°14.18′ UTC−9(−8DT) **JUNEAU**

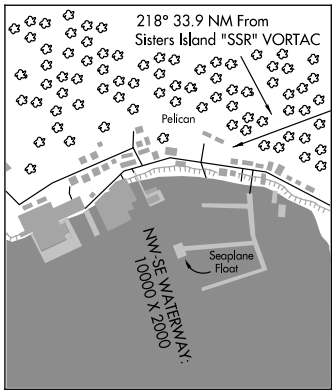
P 00 −100 NW–SE

FUEL —(NC–80, 100) Case gas avbl.

SEAPLANE REMARKS —Unattended. Operating area in Listanski Inlet. Boats active in harbor during Summer. Boats may be tied to SPB dock/float ramp. Anchorage sheltered. Dock.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



PENN COVE WA N48°14.68′ W122°43.47′ **SEATTLE**

(L) VORW/DME 117.2 CVV Chan 119 060° 2.1 NM to AJ Eisenberg. 200/19E. **L–1E**

DME portion unusable:

126°–160° byd 30 NM below 2,200′

250°–260° byd 30 NM below 3,400′

330°–360° byd 30 NM below 2,200′

PENINSULA POINT PULLOUT SEAPLANE (See KETCHIKAN)

§ **PERRYVILLE** (PEV) (PAPE) 1 SW N55°54.40′ W159°09.65′ UTC−9(−8DT) **COLD BAY**

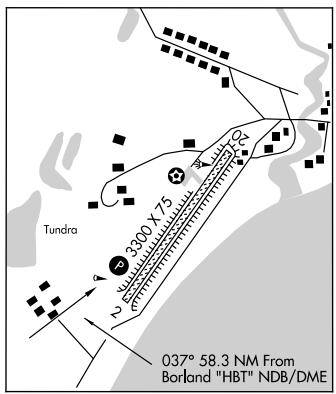
P 29 BL4, 10① 12② 33(GVL) 02–20 **L–2K**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02–20 several ruts. ACTIVATE MIRL Rwy 02–20, PAPI Rwy 02, REIL Rwy 02, and rotating bcn—CTAF. ①Rwy 02. ②Rwy 02, TCH 26′. GS 3.4°. **IAP**

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM AJC OT CTC KENAI ENA)

ANCHORAGE CENTER APP/DEP CON—346.3 125.35

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



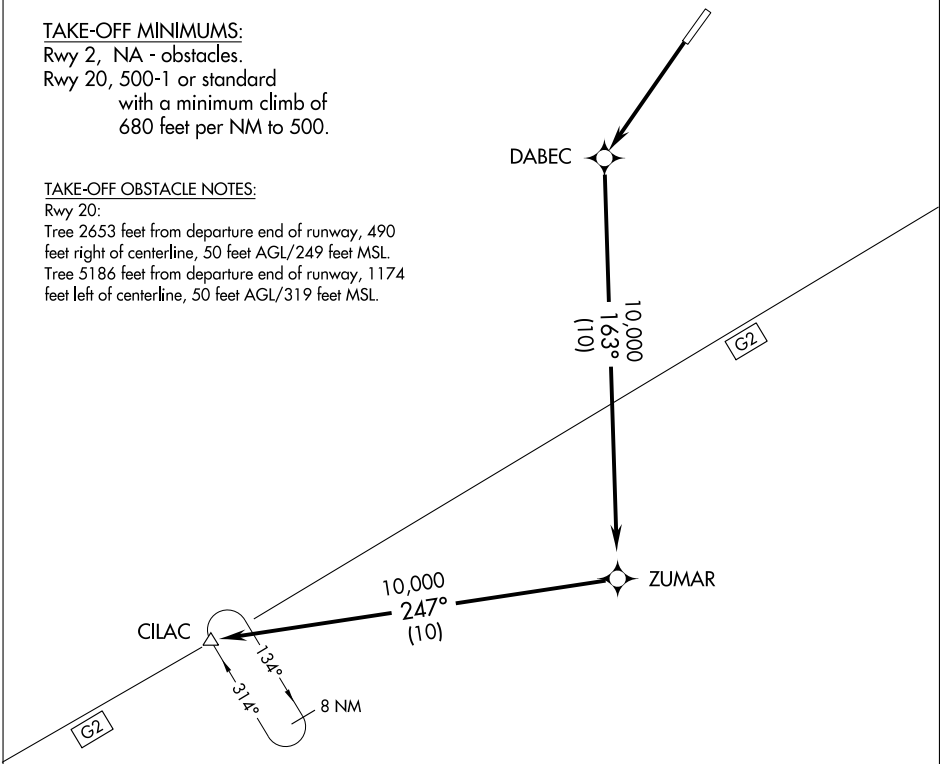
CILAC TWO DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
125.35 346.3
CTAF 122.9

NOTE: GPS Required
NOTE: RNAV 1

TAKE-OFF MINIMUMS:
Rwy 2, NA - obstacles.
Rwy 20, 500-1 or standard
with a minimum climb of
680 feet per NM to 500.

TAKE-OFF OBSTACLE NOTES:
Rwy 20:
Tree 2653 feet from departure end of runway, 490 feet right of centerline, 50 feet AGL/249 feet MSL.
Tree 5186 feet from departure end of runway, 1174 feet left of centerline, 50 feet AGL/319 feet MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb to 10,000 direct DABEC and via 163° track to ZUMAR, then via 247° track to CILAC. Climb in hold (if required) to 10,000 or higher before proceeding via assigned route.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

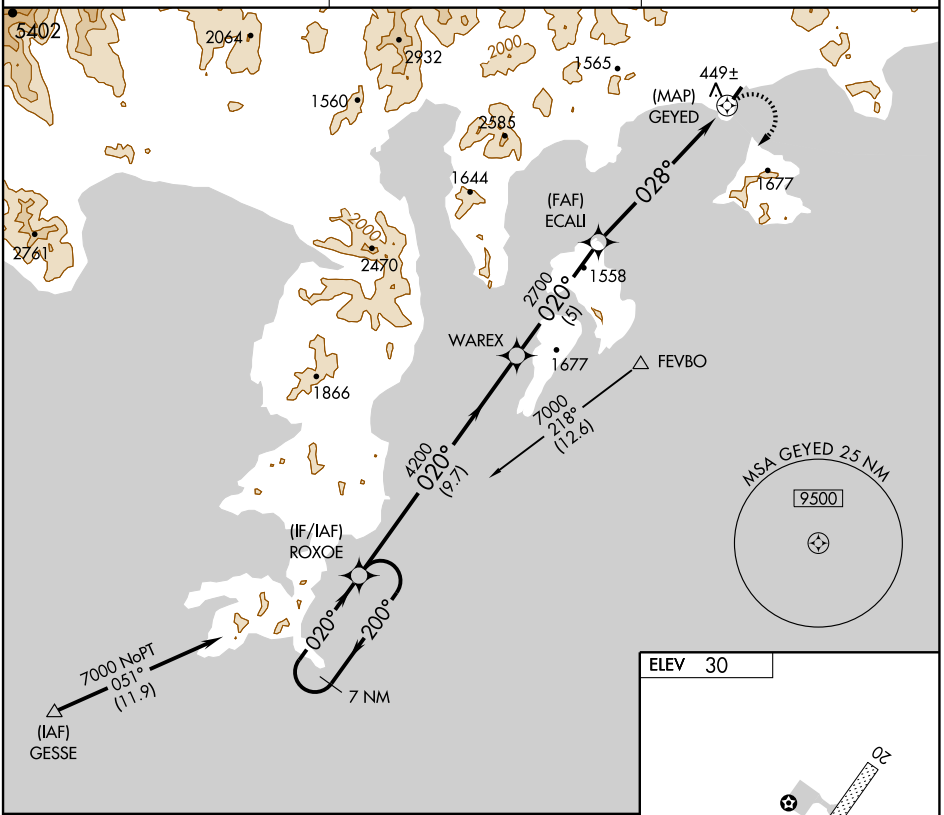
APP CRS		
028°	Rwy Idg	3300
	TDZE	30
	Apt Elev	30

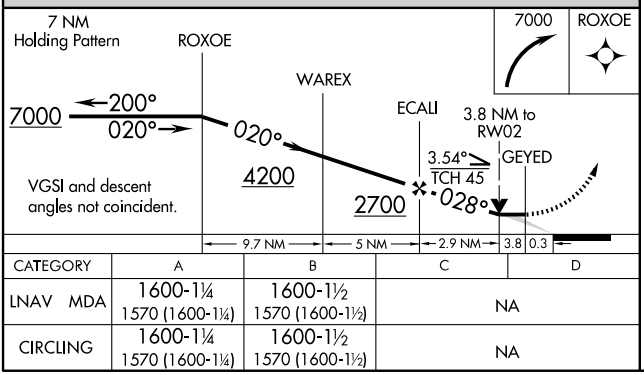
RNAV (GPS) RWY 2
PERRYVILLE (PEV) (PAPE)

DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, except for operators with approved weather reporting service, use Chignik altimeter setting and increase all MDAs 100 feet.

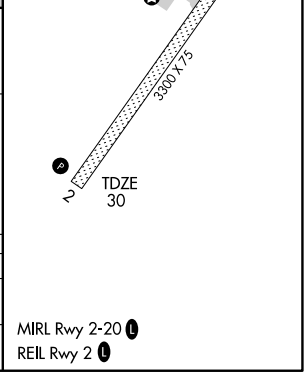
MISSED APPROACH: Climbing right turn to 7000 direct ROXOE and hold, continue climb-in-hold to 7000.

CHIGNIK AWOS-3	ANCHORAGE CENTER	CTAF
135.75	125.35 346.3	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ (1570 (1600-1¼))	1600-1½ (1570 (1600-1½))	NA	
CIRCLING	1600-1¼ (1570 (1600-1¼))	1600-1½ (1570 (1600-1½))	NA	



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

PETERSBURG

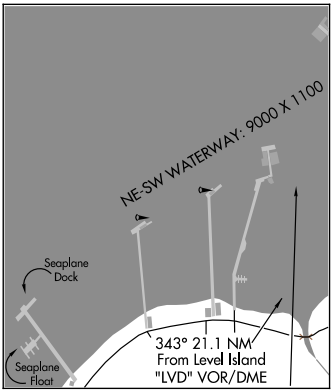
LLOYD R. ROUNDTREE SEAPLANE FACILITY (63A) 0 SW N56°48.68′ W132°57.60′ UTC−9(−8DT) JUNEAU

P 00 –90 NE–SW

SEAPLANE REMARKS —Unattended. Ultralight acft in and near vicinity of seaplane facility. Dock. Ramp. Boats may be tied to SPB dock/float ramp.

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM PSG OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. For a toll free call to Sitka FSS dial 1–800–478–6300.

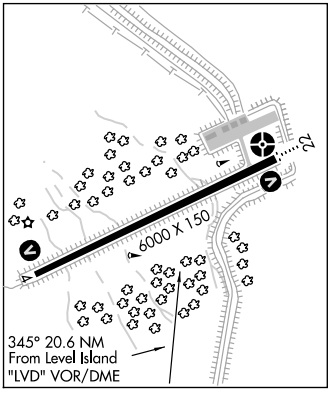


§ **PETERSBURG JAMES A. JOHNSON** (PSG) (PAPG) 1 SE N56°48.10′ W132°56.72′ UTC−9(−8DT) JUNEAU

P 111 BL4, 5, 9 ①, 10 ② H60(ASP–GRVD) 04–22 S–75, D–160 H–1C, L–1C

SERVICE—S2 **FUEL** —(NC–100, A) IAP

AIRPORT REMARKS —Attended May–Sep 1700–0300Z‡, Oct–Apr 1400–0100Z‡. Class I, ARFF Index A. ARFF svcs are only avbl during scheduled air carrier ops. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to Arpt manager DOT/PF P.O. Box 1108 Petersburg, Alaska 99833. 24 hour PPR for cargo ops over 100,000 lbs call 907–772–4624. Birds, bear and deer on and invof arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Snow removal, ice control, and arpt hazardous conditions reported only during maint duty hrs. Rwy condition reports reflect conditions during arpt maint duty hrs only. Arpt maint personnel and equipment may be on rwy at any time, recommend visual inspection prior to use, ctc nearest FSS for current NOTAM. Maint equipment access road located 1500′ from Rwy 22 thld clsd to taxiing acft. Rwy 22 rgt traffic. For fuel call 907–772–4780. Arpt maint duty hrs Jan 1–Dec 31 1700–0100Z‡. Rwy 04 VASI unusable beyond 3 miles. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. ACTIVATE MIRL Rwy 04–22; ODALS Rwy 22 and REIL and VASI Rwy 04 and Rwy 22—CTAF. ①Rwy 04, TCH 52′. GS 3.0°. Rwy 22, TCH 51′. GS 3.0°. ②Rwy 04, Rwy 22.



WEATHER DATA SOURCES —(AWOS–3 125.8 907–772–4504).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM PSG OT CTC JUNEAU JNU)

RCO —122.35 (SITKA FSS)

ANCHORAGE CENTER APP/DEP CON —118.0

RADIO AIDS TO NAVIGATION

FREDERICKS POINT NDB(MHW) 372 FPN N56°47.54′ W132°49.26′ 250° 4.1 NM to Fld./28E. NDB unusable:

100°–230° byd 20 NM.

LDA/DME 110.5 I–PSG Chan 42 LDA unusable beyond 20° west and 25° east of course.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

PETERS CREEK N62°19.87′ W150°05.79′ ANCHORAGE

NDB(HW–SAB) 305 PEE At Talkeetna. /19E. **TWEB**. L–3D, 4F

PILLAR MOUNTAIN N57°46.84′ W152°26.07′ KODIAK

RCO —122.1 (KENAI FSS) L–2J, 3D

APP CRS	Rwy Idg	N/A
159°	TDZE	N/A
	Apt Elev	107

GPS-B

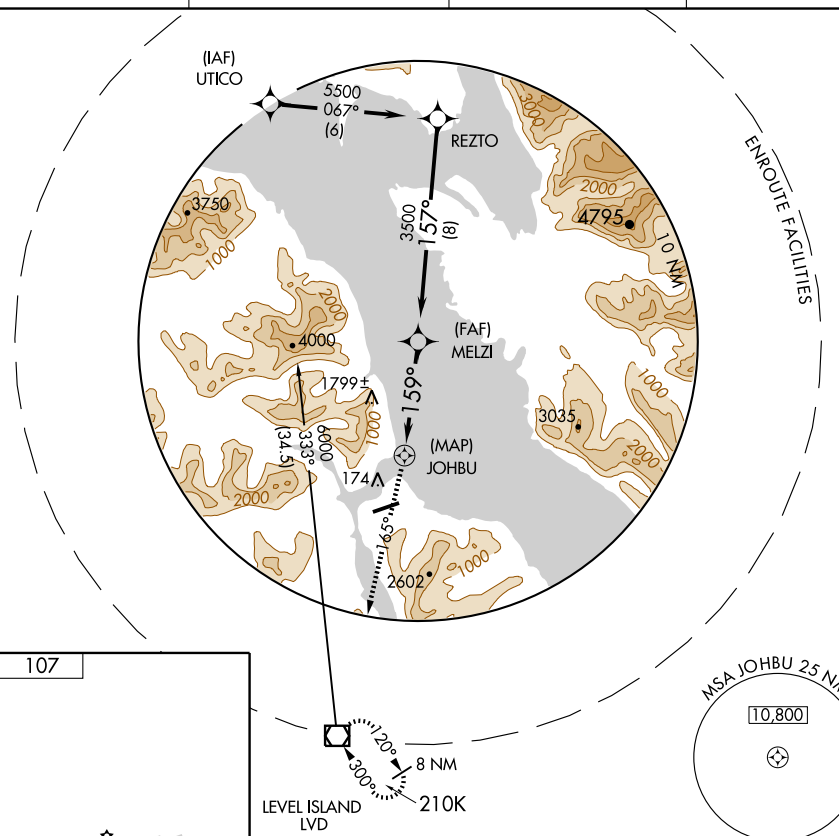
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

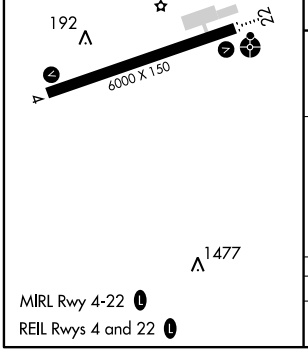
Circling NA SE of Rwy 4-22.

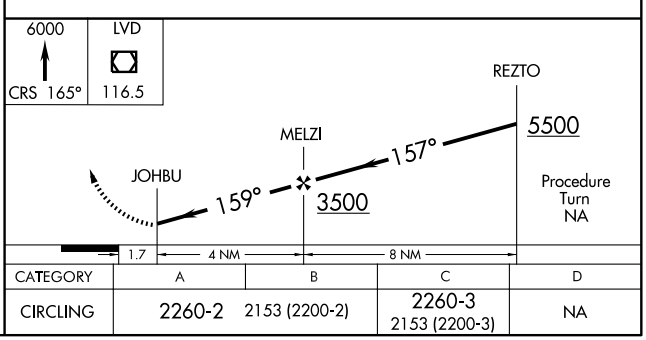
NA

MISSED APPROACH: Climb to 6000 via 165° course to LVD VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
125.8	118.0	122.35	122.5







CATEGORY	A	B	C	D
CIRCLING	2260-2	2153 (2200-2)	2260-3 2153 (2200-3)	NA

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

LOC I-PSG	APP CRS	Rwy Idg	N/A
110.5	157°	TDZE	N/A
Chan 42		Apt Elev	107

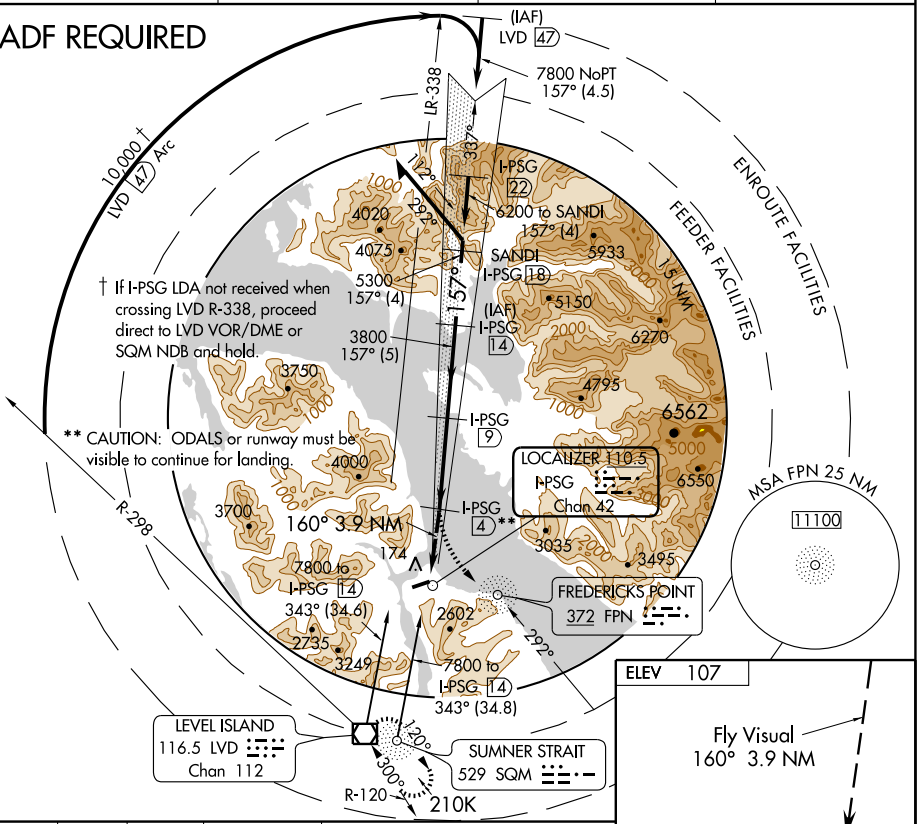
LDA/DME-D

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

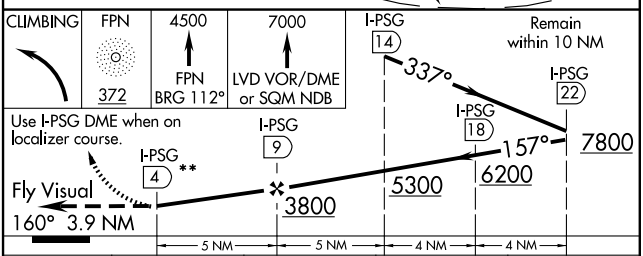
Circling not authorized SE of airport.

MISSED APPROACH: Immediate climbing left turn direct FPN NDB, climb on 112° bearing from FPN NDB to 4500, then climb to 7000 direct to LVD VOR/DME or SQM NDB and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
125.8	118.0	122.35	122.5 L



CLIMBING	FPN	4500	7000
	372	FPN BRG 112°	LVD VOR/DME or SQM NDB



CATEGORY	A	B	C	D
C-22	1540-4 1433 (1500-4)			NA
C-4	1540-4 1433 (1500-4)		1540-5 1433 (1500-5)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

PILOT POINT

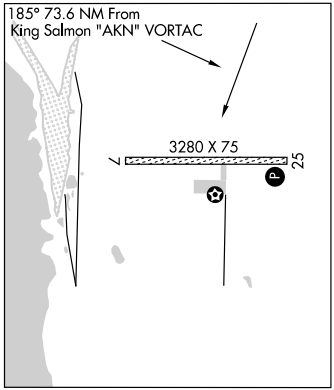
§ **PILOT POINT** (PNP) (PAPN) 0 NE N57°34.82′ W157°34.32′ UTC−9(−8D) **KODIAK**
57 BL4, 12① 33(GVL) 07–25 **L–2J, 3C**
IAP

AIRPORT REMARKS —Unattended. Rwy conditions not monitored, recommend visual inpsection prior to landing. Rwy 07 slope 0.6% up E. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 25 and rotating bcn—CTAF. ①Rwy 25, TCH 25′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 118.375 907–797–2296) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PNP)
ANCHORAGE CENTER APP/DEP —288.3 132.9

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



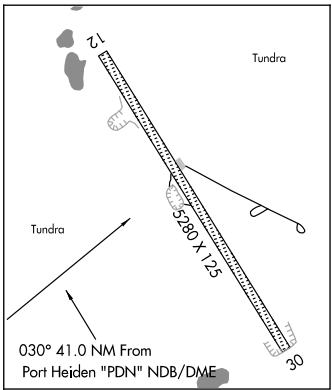
§ **UGASHIK BAY** (UGB) 11 SSW N57°25.52′ W157°44.39′ UTC−9(−8DT) **KODIAK**
132 53(GVL) 12–30 **H–2J, L–2J, 3C**

AIRPORT REMARKS —Unattended. Rwy not suitable for tricycle ldg gear acft. Rwy 12–30 sfc rough. Rocks to 12″ entire length. No compaction. Very rough. Grass, weeds, and brush on rwy sfc entire length up to 24″ tall.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PTH)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



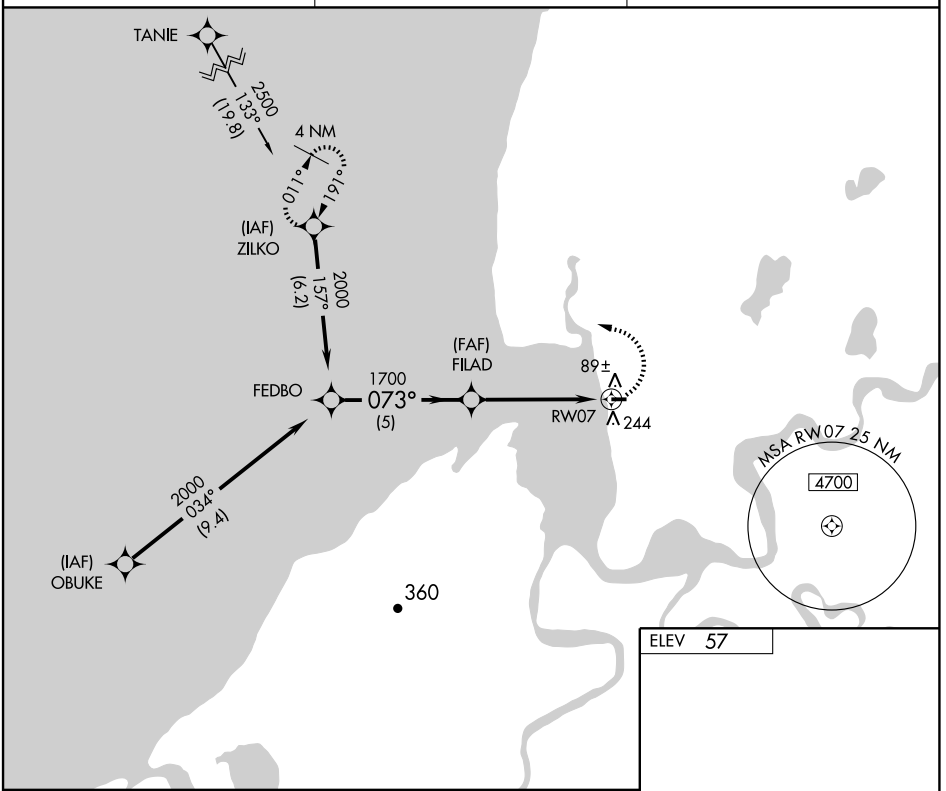
APP CRS	Rwy Idg	3280
073°	TDZE	57
	Apt Elev	57

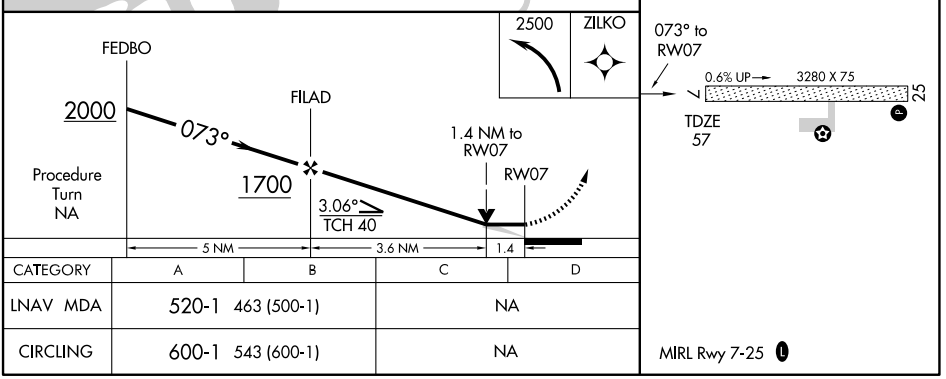
RNAV (GPS) RWY 7
PILOT POINT (PNP)(PAPN)

If local altimeter setting not received, use King Salmon altimeter setting and increase all MDAs 180 feet. DME/DME RNP-0.3 NA. VDP NA with King Salmon altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct ZILKO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
118.375	132.9 288.3	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	520-1 463 (500-1)		NA	
CIRCLING	600-1 543 (600-1)		NA	

MIRL Rwy 7-25 (L)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

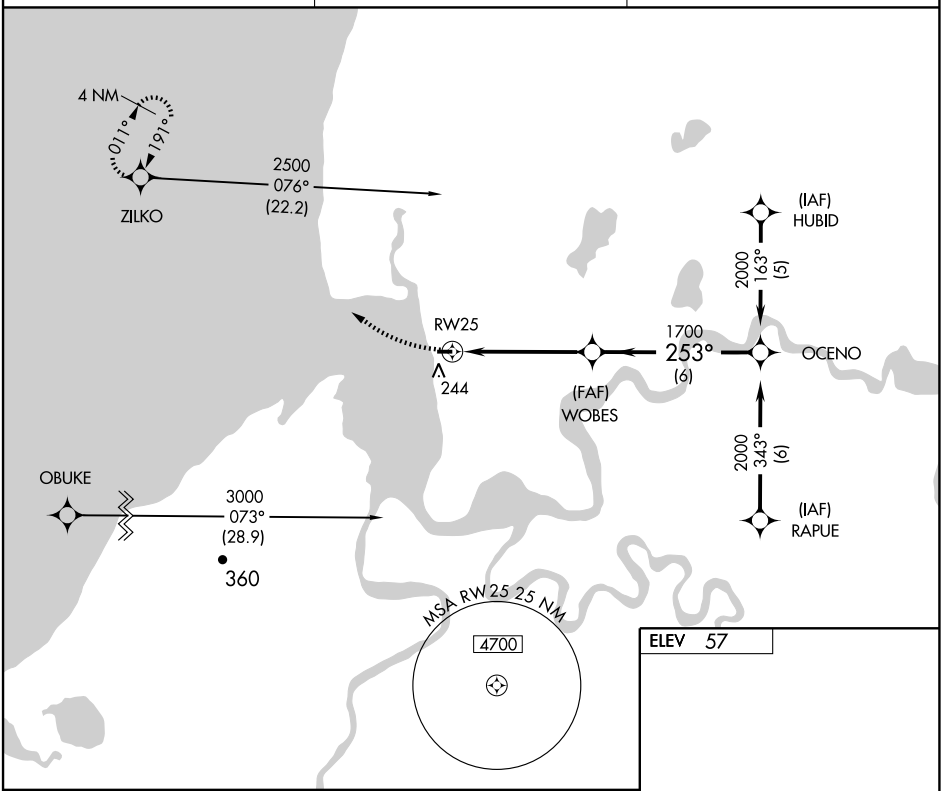
PILOT POINT (PNP)(PAPN)

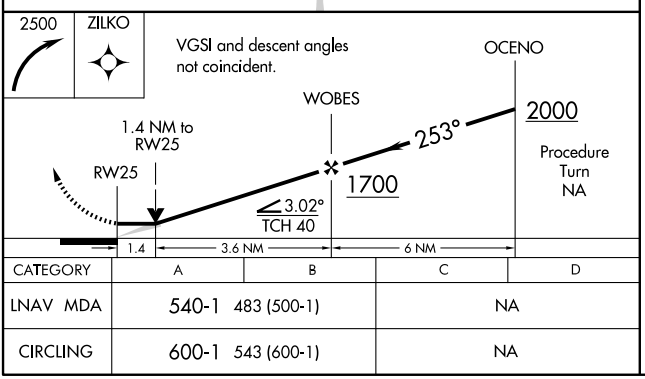
APP CRS	Rwy Idg	3280
253°	TDZE	57
	Apt Elev	57

If local altimeter setting not received, use King Salmon altimeter setting and increase all MDAs 180 feet. DME/DME RNP-0.3 NA.
VDP NA with King Salmon altimeter setting.

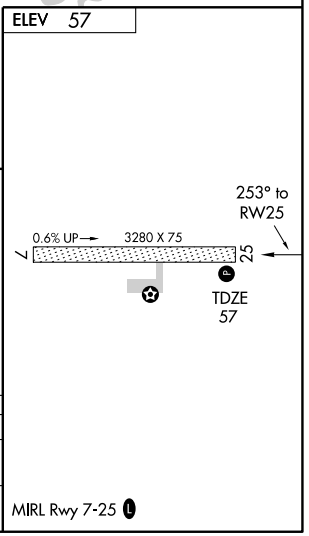
MISSED APPROACH: Climbing right turn to 2500 direct ZILKO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
118.375	132.9 288.3	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	540-1 483 (500-1)		NA	
CIRCLING	600-1 543 (600-1)		NA	



AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

ZILKO ONE DEPARTURE (RNAV) (OBSTACLE)

(ZILKO1.ZILKO) 09127

PILOT POINT, ALASKA

PILOT POINT (PNP)(PAPN)

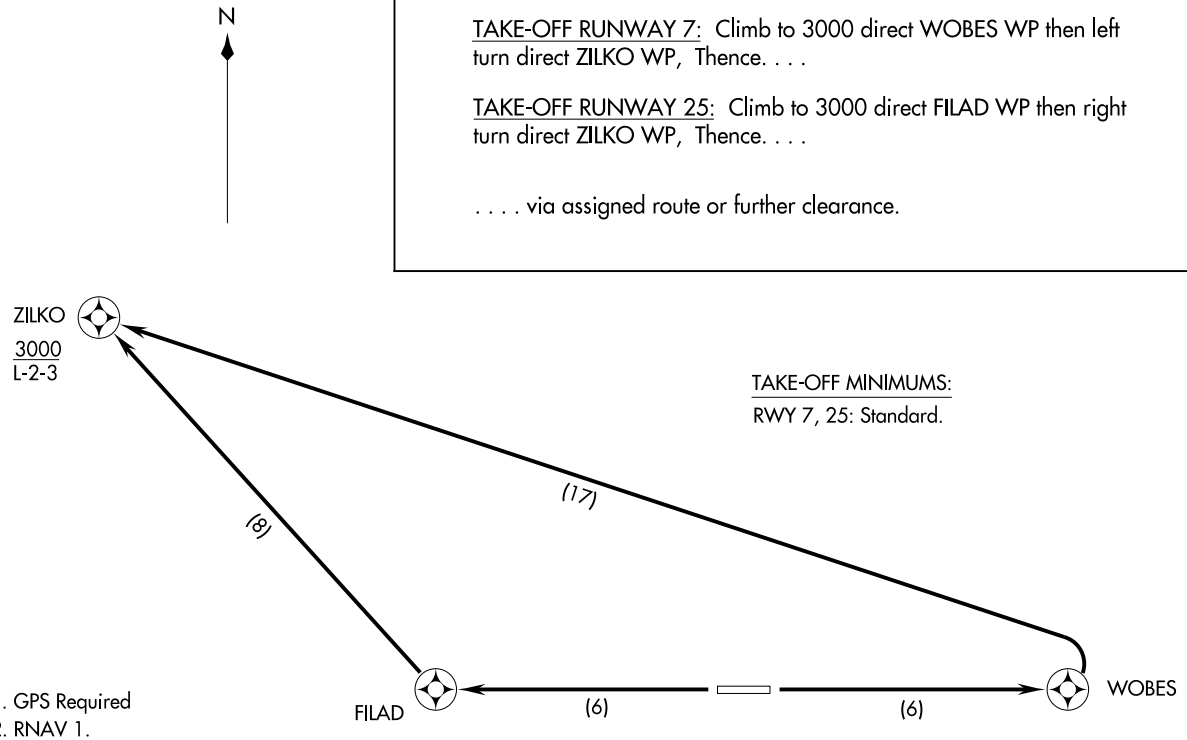
ANCHORAGE CENTER
132.9 288.3

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb to 3000 direct WOBES WP then left turn direct ZILKO WP, Thence. . . .

TAKE-OFF RUNWAY 25: Climb to 3000 direct FILAD WP then right turn direct ZILKO WP, Thence. . . .

. . . . via assigned route or further clearance.



TAKE-OFF MINIMUMS:
RWY 7, 25: Standard.

NOTE: 1. GPS Required
2. RNAV 1.

NOTE: For use by Cat A and B aircraft only.
NOTE: RWY 7: Do not exceed 200 KIAS until ZILKO WP.

NOTE: Chart not to scale.

ZILKO ONE DEPARTURE (RNAV) (OBSTACLE)
(ZILKO1.ZILKO) 09127
PILOT POINT (PNP)(PAPN)
PILOT POINT, ALASKA

SL-10169 (FAA)

§ **PLATINUM** (PTU) (PAPM) 0 W N59°00.69′ W161°49.16′ UTC−9(−8DT) **KODIAK**
P 18 B 33(GVL) 14–32 **L–3C**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 14–32 soft when wet, also rough with ruts and swales. Portable rwy lgts avbl for emergency use only. Contact health clinic at 907–979–8100 or city of Platinum 907–979–8114 for deployment. ACTIVATE Rotating bcn—CTAF.

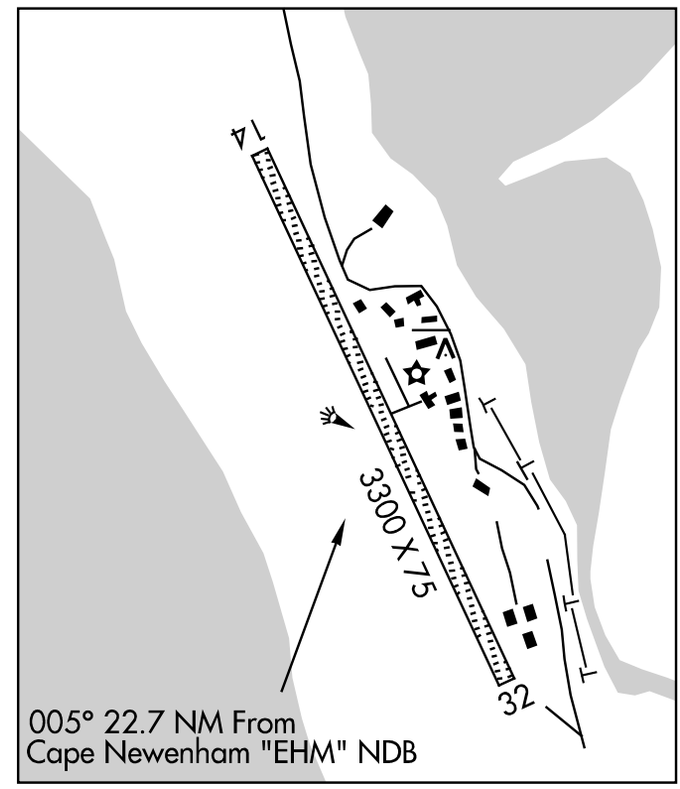
WEATHER DATA SOURCES: (AWOS–3 118.375 907–979–8800) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PTU)

RCO—122.50 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —251.1 124.2

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

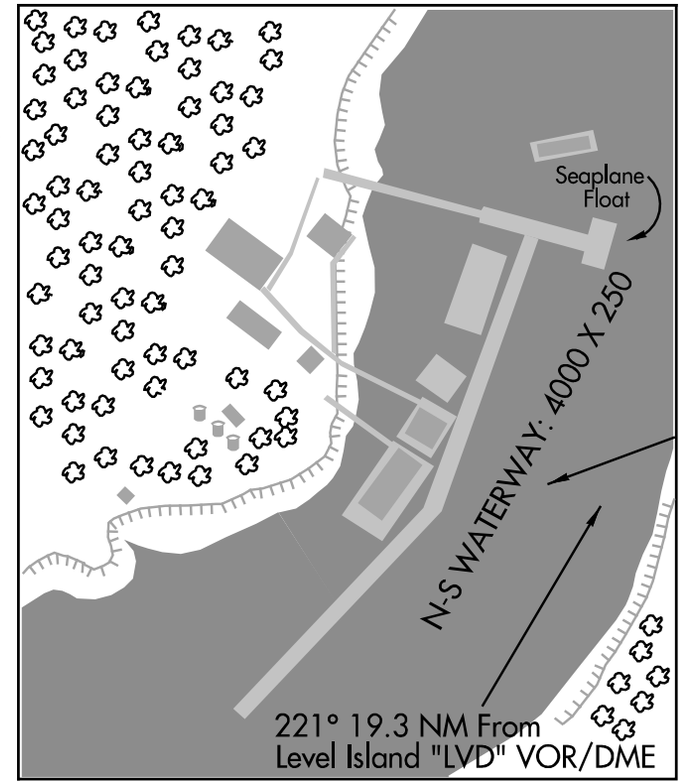


§ **POINT BAKER SEAPLANE** (KPB) 0 SE N56°21.11′ W133°37.36′ UTC−9(−8DT) **JUNEAU**
00 –40 N–S

SEAPLANE REMARKS —Attended daylt. Reefs N end. Dock and over ngt ramp. Boats may be tied to SPB dock/float ramp. Seaplane float designed to support 22,000 lbs maximum GWT helicopters. Float deteriorated, be alert when near full loading capacity.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA—NOTAM SIT)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS call 1–800–478–6300.



RNAV (GPS) RWY 14

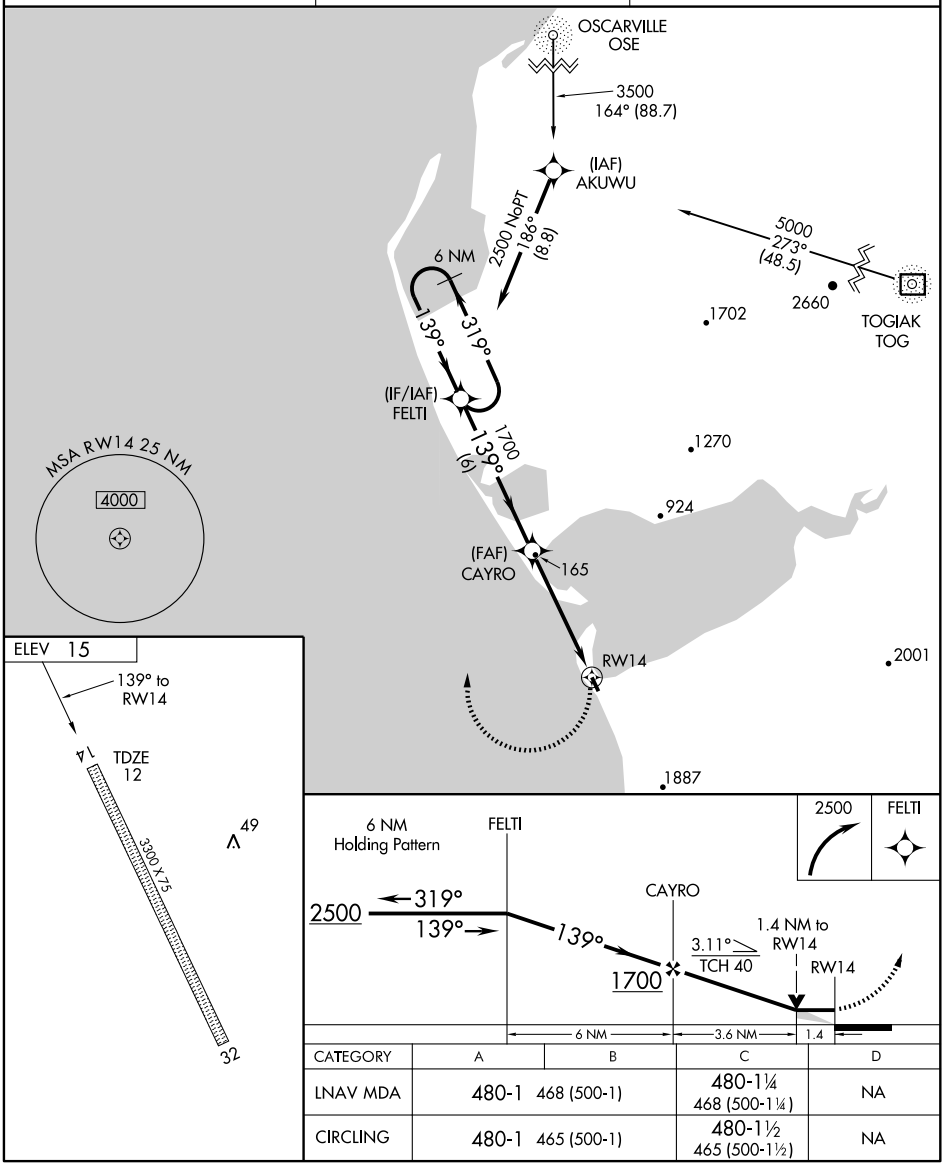
PLATINUM (PTU)(PAPM)

APP CRS	Rwy Idg	3300
139°	TDZE	12
	Apt Elev	15

If local altimeter setting not received use Togiak altimeter setting and increase all MDAs 120 feet.
Procedure NA at night. DME/DME RNP- 0.3 NA.
VDP NA with Togiak altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FELTI WP and hold.

AWOS-3	ANCHORAGE CENTER	UNICOM
118.375	124.2 251.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1 468 (500-1)		480-1¼ 468 (500-1¼)	NA
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **POINT HOPE** (PHO) (PAPO) 2 SW N68°20.93′ W166°47.96′ UTC−9(−8DT) **CAPE LISBURNE**
P 12 BL4, 9 ① H40(ASP) 01–19 **H–1A, L–4H**
IAP

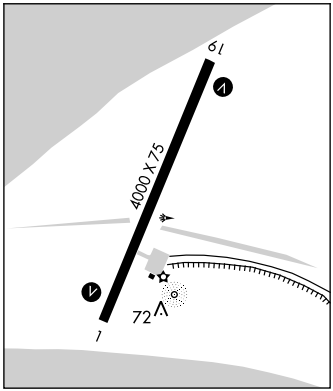
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Fuel avbl emerg only. Lateral cracks 1–3″ wide across width of rwy spaced 200′–500′ length of rwy. ACTIVATE MIRL Rwy 01–19 and VASI Rwy 01 and Rwy 19—CTAF. ① Rwy 01, TCH 27′. GS 3.0°. Rwy 19, TCH 27′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 118.325 907–368–2128).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM PHO OT CTC FAIRBANKS FAI)
RCO —122.25 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON —363.25 119.65

RADIO AIDS TO NAVIGATION
NDB(HW) 221 PHO N68°20.69′ W166°47.85′ At Fld. /16E. Unmonitored.

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **POINT LAY LRRS** (PIZ) (PPIZ) 1 S N69°43.97′ W163°00.32′ UTC−9(−8DT) **CAPE LISBURNE**
AF 22 BL4, 10 ①, 12 ② 45(GVL) 05–23 **H–1A, L–4I**
IAP

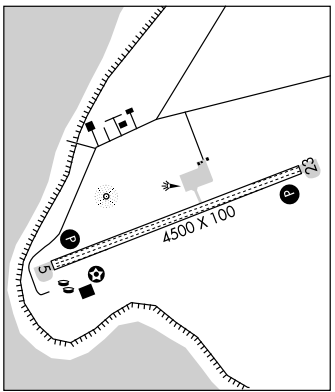
AIRPORT REMARKS —Unattended. Rwy 23 slope 0.3% up. ACTIVATE MIRL Rwy 05–23, PAPI and REIL Rwy 05 and Rwy 23 and rotating bcn–122.8. ①Rwy 05 and Rwy 23. ②Rwy 05, TCH 35′. GA 3.0°. Rwy 23, TCH 35′. GA 3.0°.

WEATHER DATA SOURCES—(ASOS PIZ 135.65 907–833–3112) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM PIZ)
RCO —122.4 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON—363.25 119.65

RADIO AIDS TO NAVIGATION
NDB(HW) 362 PIZ N69°44.06′ W163°00.81′ At Fld./15E.
ASOS

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS call 1–800–779–7709 or 907–852–2511.



NDB PHO 221	APP CRS 018° M (201° G)	Rwy Idg 4000 TDZE 11 Apt Elev 12

NDB RWY 1

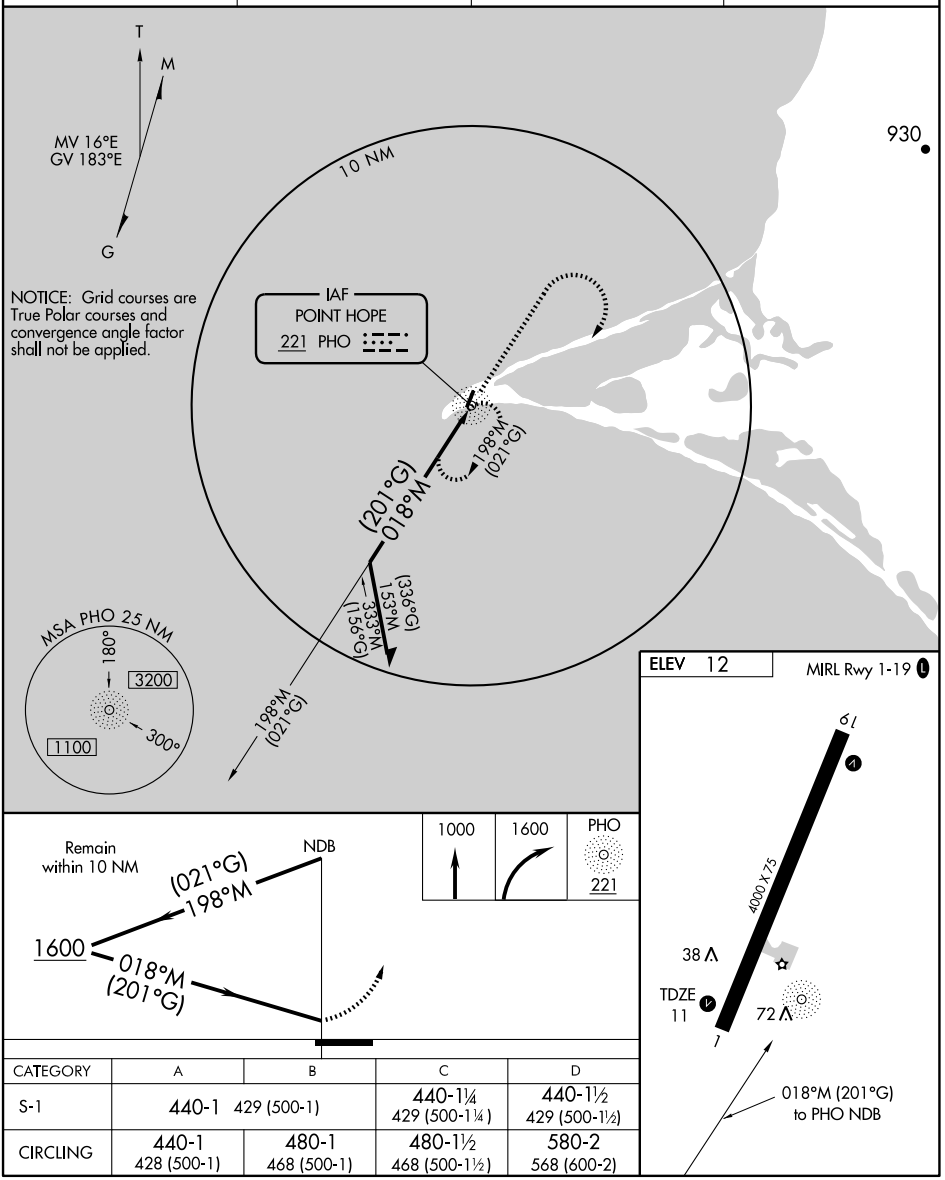
POINT HOPE (PHO) (PAPO)

T
NA

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct PHO NDB and hold.

AWOS-3	ANCHORAGE CENTER	KOZTEBUE RADIO	CTAF
118.325	119.65 363.25	122.25	122.8 L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-1	440-1 429 (500-1)		440-1¼ 429 (500-1¼)	440-1½ 429 (500-1½)
CIRCLING	440-1 428 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

NDB PHO 221	APP CRS 180° M (003° G)	Rwy Idg 4000 TDZE 12 Apt Elev 12

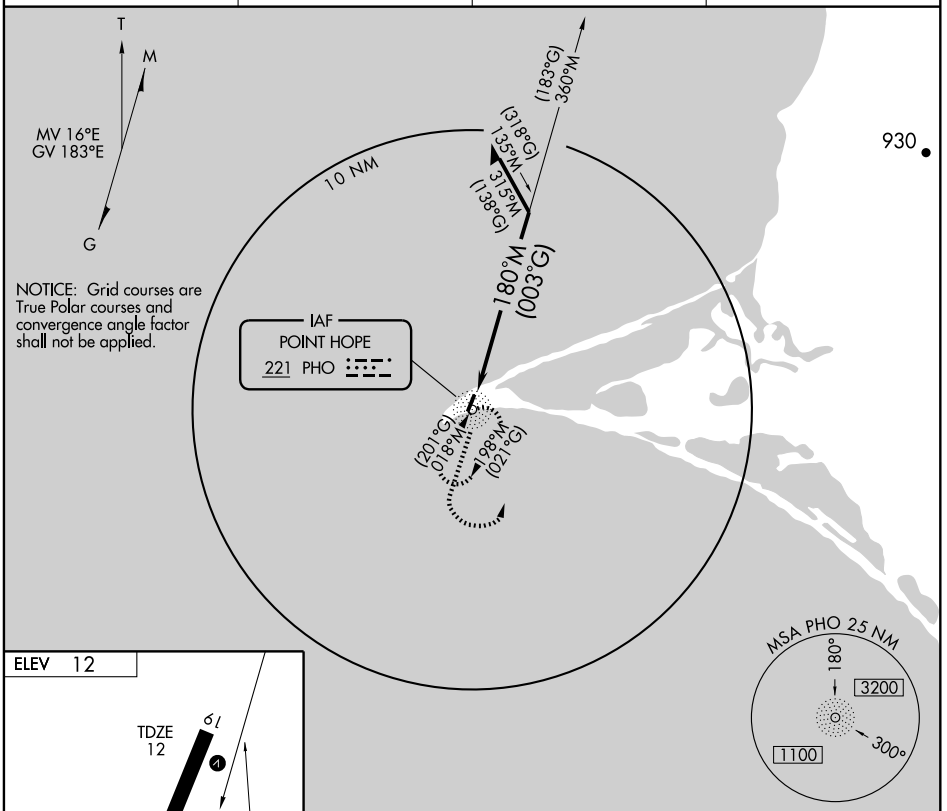
NDB RWY 19

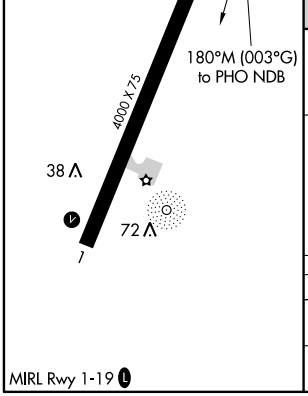
POINT HOPE (PHO) (PAPO)

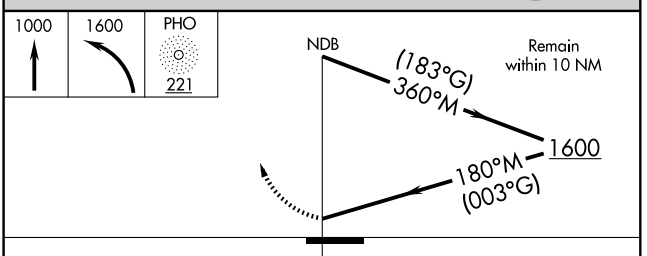
NA

MISSED APPROACH: Climb to 1000, then climbing left turn to 1600 direct PHO NDB and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
118.325	119.65 363.25	122.25	122.8 L







CATEGORY	A	B	C	D
S-19	440-1 428 (500-1)		440-1¼ 428 (500-1¼)	440-1½ 428 (500-1½)
CIRCLING	440-1 428 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

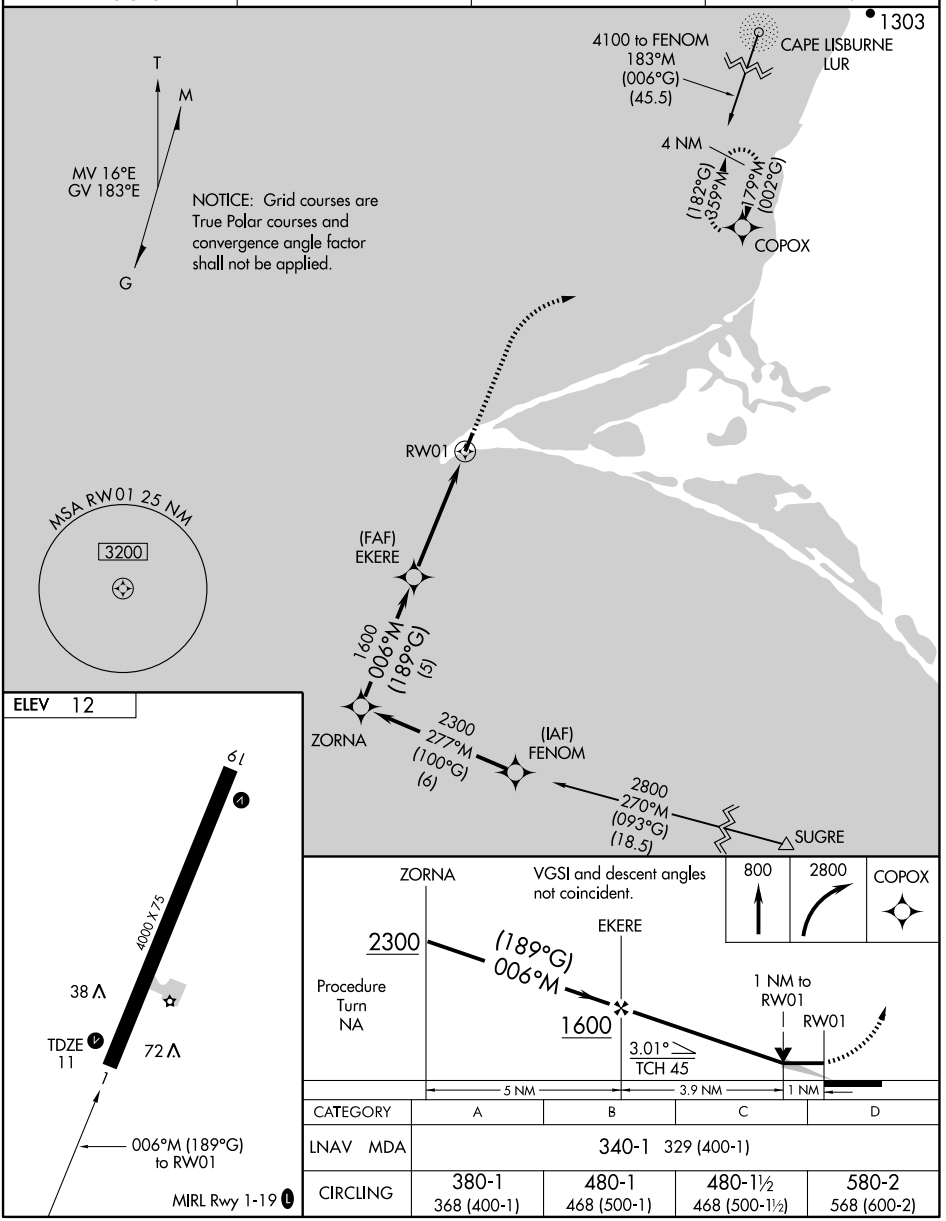
POINT HOPE (PHO) (PAPO)

APP CRS	Rwy Idg	4000
006°M (189°G)	TDZE	11
	Apt Elev	12

T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800, then climbing right turn to 2800 direct COPOX WP and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
118.325	119.65 363.25	122.25	122.8 L



CATEGORY	A	B	C	D
LNAV MDA	340-1 329 (400-1)			
CIRCLING	380-1 368 (400-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
186°M (009°G)	TDZE	12
	Apt Elev	12

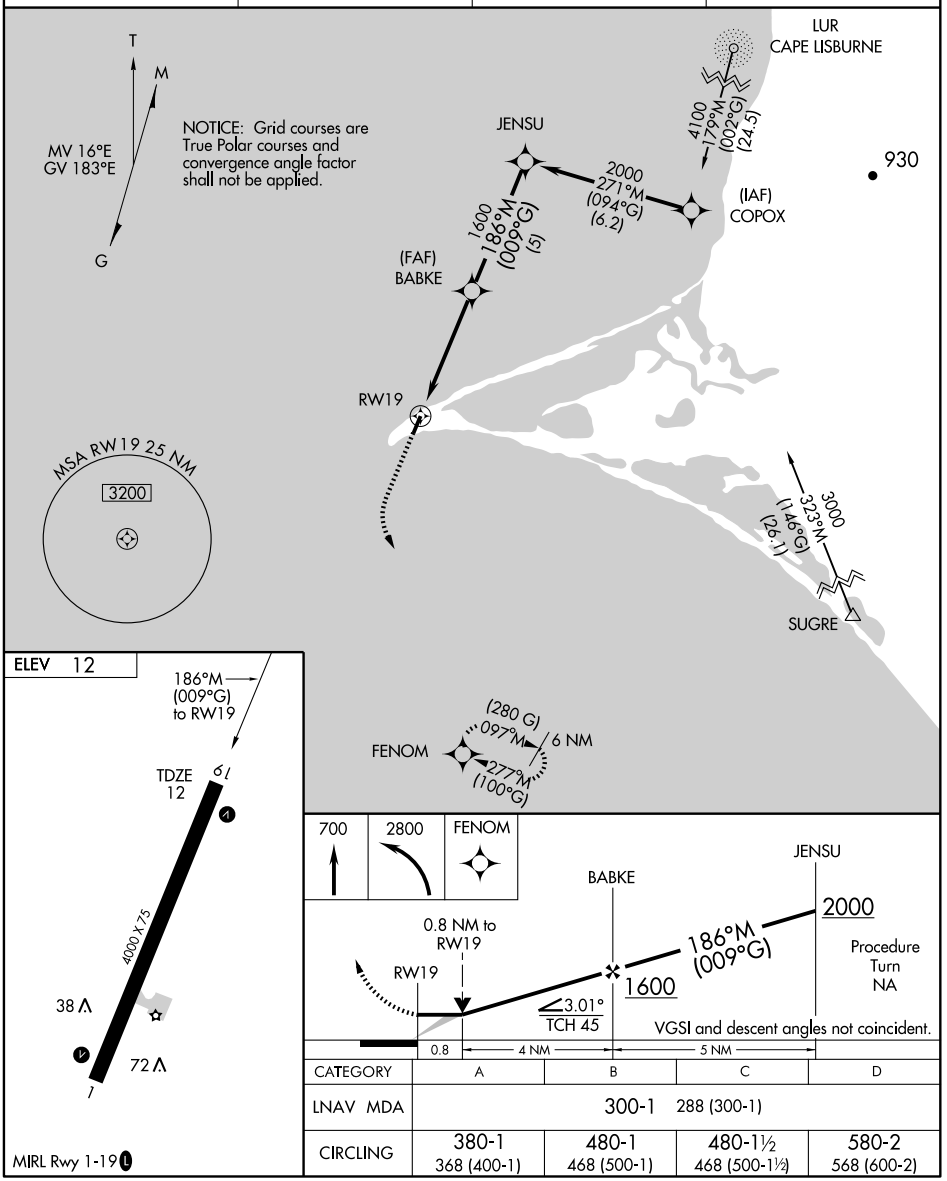
RNAV (GPS) RWY 19

POINT HOPE (PHO) (PAPO)

V A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 700, then climbing left turn to 2800 direct FENOM WP and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
118.325	119.65 363.25	122.25	122.8 L



CATEGORY	A	B	C	D
LNAV MDA	300-1 288 (300-1)			
CIRCLING	380-1 368 (400-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **POINT HOPE** (PHO) (PAPO) 2 SW N68°20.93′ W166°47.96′ UTC−9(−8DT) **CAPE LISBURNE**
P 12 BL4, 9 ① H40(ASP) 01–19 **H–1A, L–4H**
IAP

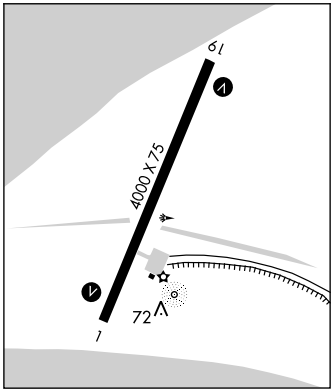
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Fuel avbl emerg only. Lateral cracks 1–3″ wide across width of rwy spaced 200′–500′ length of rwy. ACTIVATE MIRL Rwy 01–19 and VASI Rwy 01 and Rwy 19—CTAF. ① Rwy 01, TCH 27′. GS 3.0°. Rwy 19, TCH 27′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 118.325 907–368–2128).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM PHO OT CTC FAIRBANKS FAI)
RCO —122.25 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON —363.25 119.65

RADIO AIDS TO NAVIGATION
NDB(HW) 221 PHO N68°20.69′ W166°47.85′ At Fld. /16E. Unmonitored.

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **POINT LAY LRRS** (PIZ) (PPIZ) 1 S N69°43.97′ W163°00.32′ UTC−9(−8DT) **CAPE LISBURNE**
AF 22 BL4, 10 ①, 12 ② 45(GVL) 05–23 **H–1A, L–4I**
IAP

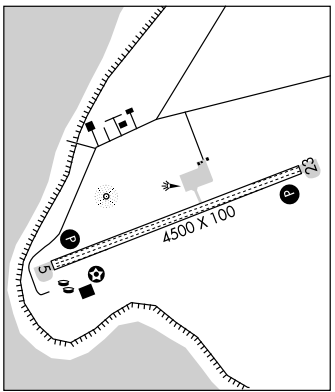
AIRPORT REMARKS —Unattended. Rwy 23 slope 0.3% up. ACTIVATE MIRL Rwy 05–23, PAPI and REIL Rwy 05 and Rwy 23 and rotating bcn–122.8. ①Rwy 05 and Rwy 23. ②Rwy 05, TCH 35′. GA 3.0°. Rwy 23, TCH 35′. GA 3.0°.

WEATHER DATA SOURCES—(ASOS PIZ 135.65 907–833–3112) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM PIZ)
RCO —122.4 (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON—363.25 119.65

RADIO AIDS TO NAVIGATION
NDB(HW) 362 PIZ N69°44.06′ W163°00.81′ At Fld./15E.
ASOS

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS call 1–800–779–7709 or 907–852–2511.



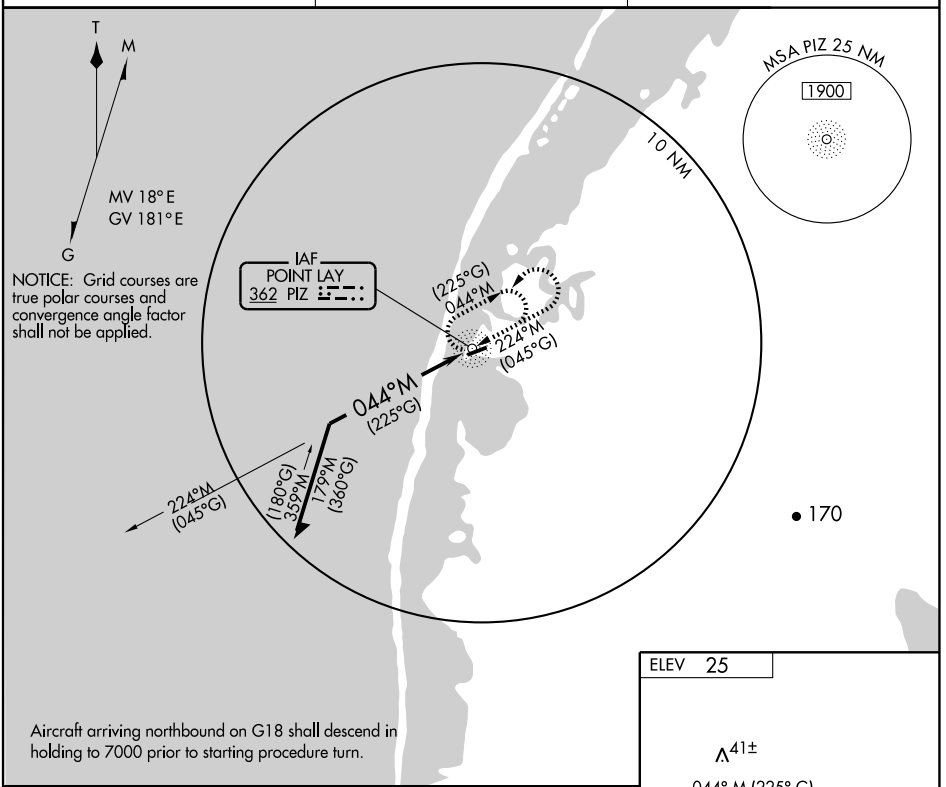
NDB PIZ 362	APP CRS 044° M (225° G)	Rwy Idg 4500 TDZE 25 Apt Elev 25

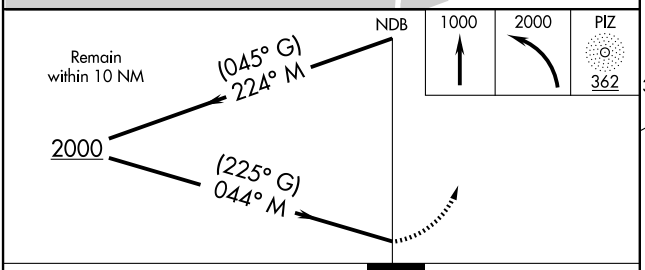
NDB RWY 5

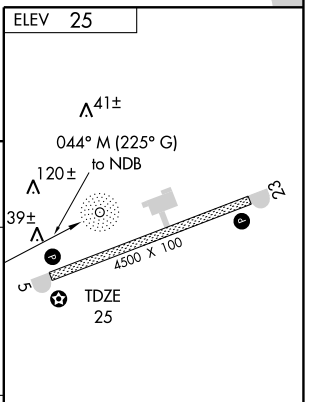
POINT LAY LRRS (PIZ) (PPIZ)

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct PIZ NDB and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.65	119.65 363.25	122.8 L







CATEGORY	A	B	C	D
S-5	520-1	495 (500-1)	520-1¼ 495 (500-1¼)	NA
CIRCLING	520-1	495 (500-1)	520-1½ 495 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
053° M (231° G)	TDZE	22
	Apt Elev	25

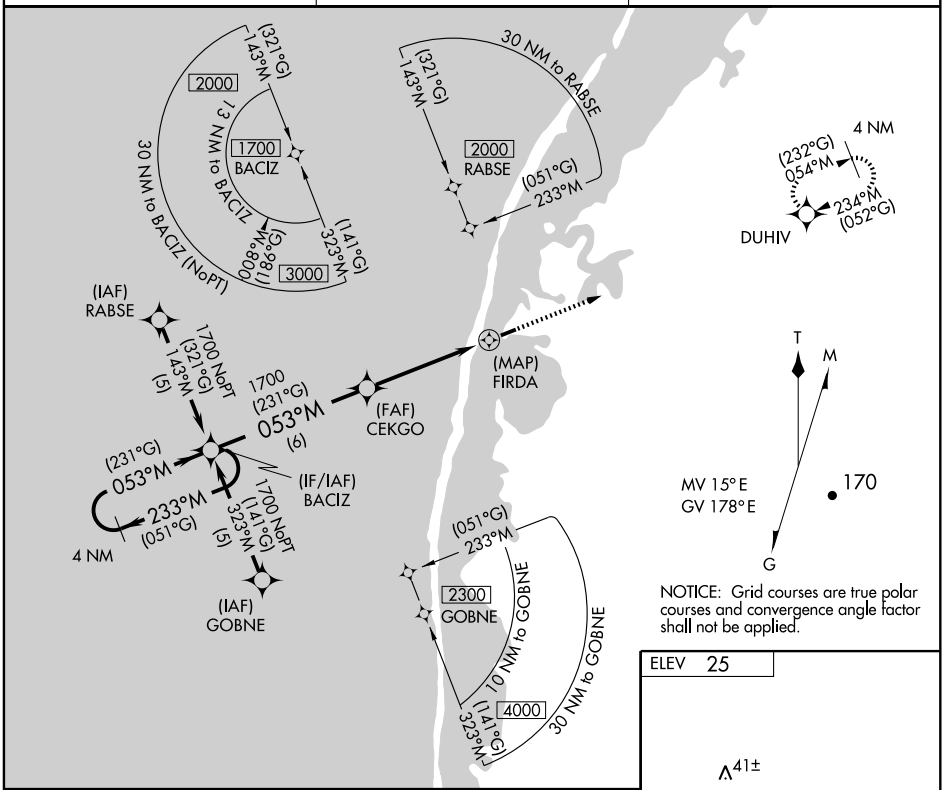
RNAV (GPS) RWY 5

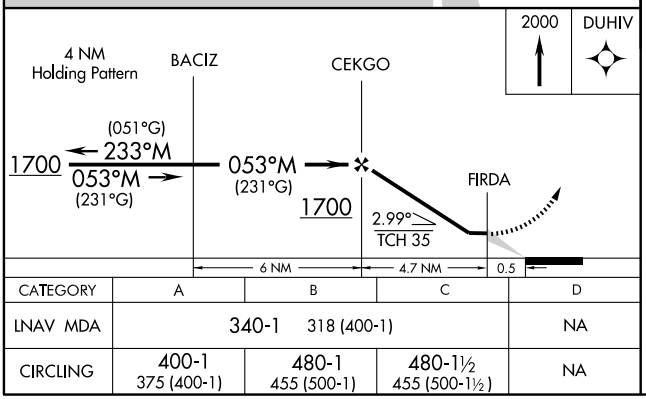
POINT LAY LRRS (PIZ)(PPIZ)

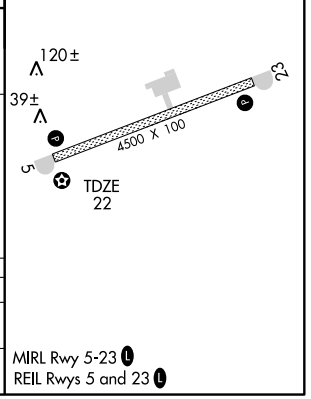
DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct DUHIV and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.65	119.65 363.25	122.8 (L)







CATEGORY	A	B	C	D
LNAV MDA	340-1 318 (400-1)			NA
CIRCLING	400-1 375 (400-1)	480-1 455 (500-1)	480-1½ 455 (500-1½)	NA

MIRL Rwy 5-23 (L)
REIL Rwys 5 and 23 (L)

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
234° M (052° G)	TDZE	18
	Apt Elev	25

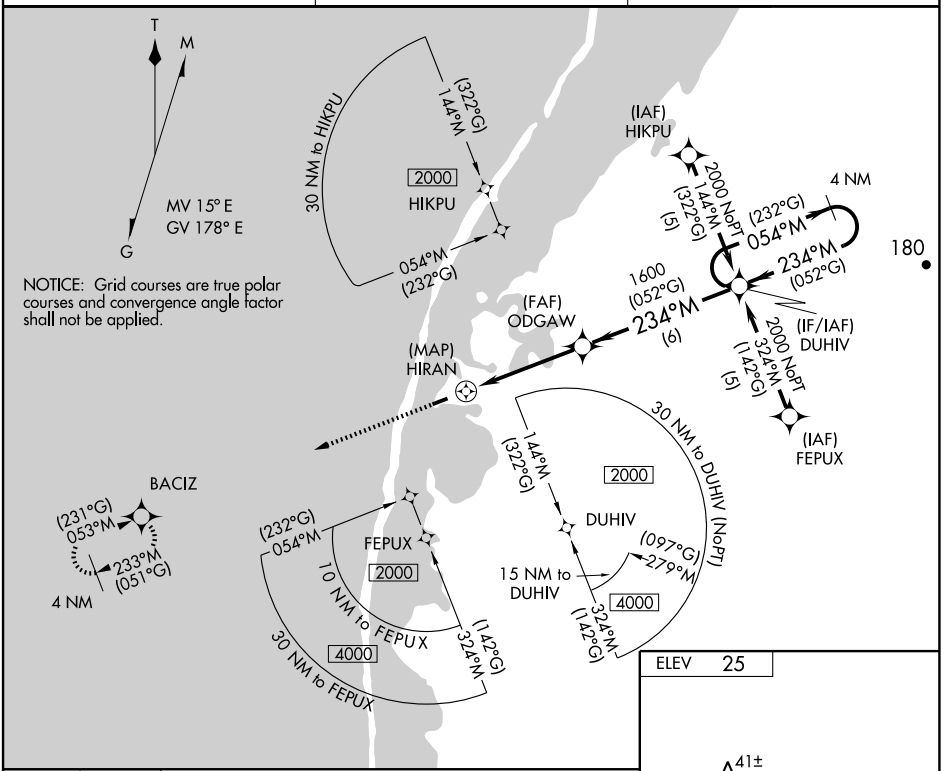
RNAV (GPS) RWY 23

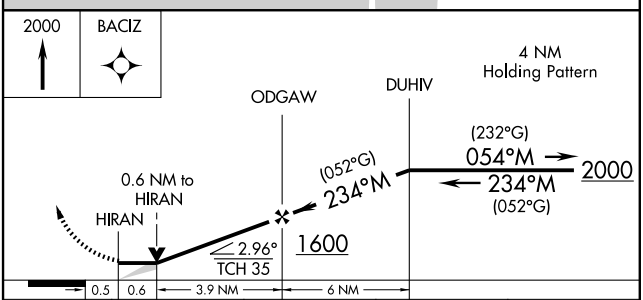
POINT LAY LRRS (PIZ)(PPIZ)

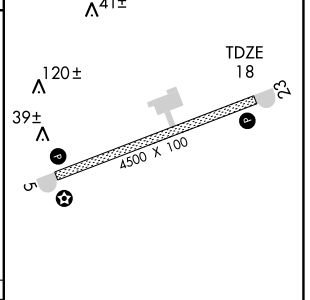
DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct BACIZ and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.65	119.65 363.25	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	400-1 382 (400-1)			NA
CIRCLING	400-1 375 (400-1)	480-1 455 (500-1)	480-1½ 455 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

PORT HARDY BC (CYZT) 5.2 SE N50°40.84′ W127°22.00′ UTC−8(−7DT) **H–1D, L–1D**

MOT 71 BL4, 5, 12 ①, 10 ② H50(ASP) 11–29, 16–34③, 07–25

SERVICE—S2 **FUEL** —(NC–100LL, A1, B)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–4000	TODA–4902	ASDA–4000	LDA–4000
RWY 11:	TORA–4999	TODA–5983	ASDA–4999	LDA–4999
RWY 16:	TORA–3984	TODA–3984	ASDA–3984	LDA–3984
RWY 25:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 29:	TORA–4999	TODA–5819	ASDA–4999	LDA–4999
RWY 34:	TORA–3984	TODA–4476	ASDA–3984	LDA–2493

AIRPORT REMARKS —CAUTION: Trees to 150 AGL within 500′ of Rwys 07, 11, 25, 29, and 34. Extv eagle activity in the vcnty of thresholds Rwy 25 and Rwy 29. No win maint Rwy 16–34. Rwy 16–34 rstd to acft GWT of 12,500 lbs or less. Fuel avbl 1600–0200Z‡, OT page 250–949–5416. RVR avbl Rwy 29. Rwy 07–25, Rwy 16–34, and Twy A not avbl for acft taxi when visibility blo 1/2 sm (CAR 602.96). Customs avbl May–Sep 1600–0800Z‡ PPR ctc 888–226–7277, OT call out fee. Rwy 25 and Rwy 29 rgt tfc. ①Rwy 25, Rwy 29, GS 3.0°. ②Rwy 11 and 29. ③Rwy 34 thld displaced 1,491′.

COMMUNICATIONS—(CTAF 122.2) (TIE–IN FSS PORT HARDY CYZT–NOTAM CYZT)

HARDY RADIO —122.2 **(E)**

RCO —126.7 (PACIFIC FSS)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

VOR/DME 112.0 YZT Chan 57 N50°41.05′ W127°21.92′ At Fld./19E.

NDB(BH) 242 ZT N50°41.95′ W127°25.62′ 096° 2.6 NM to Fld./20E.

ILS/DME 109.5 I–IZT Chan 32 Rwy 11. Lczr reliable only within 30° eitehr side of centerline.

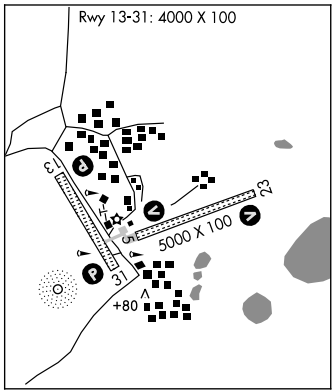
RADIO/NAV/WEATHER REMARKS —LD call to Port Hardy FSS dial 250–949–6331 or toll free 800–560–7353.

§ **PORT HEIDEN** (PTH) (PAPH) 6 NE N56°57.55′ W158°38.00′ UTC−9(−8DT) **KODIAK**

P 95 BL4, 9①, 10②, 12③ 50(GVL) 05–23, 13–31 **H–2J, L–2J**

IAP

AIRPORT REMARKS —Unattended. Maintenance duty hrs 1700–0200Z‡. Rwys soft when wet and during spring thaw. Safety areas soft with ruts, after heavy rains and during runoff. ACTIVATE MIRL Rwy 05–23, Rwy 13–31, REIL Rwy 05, Rwy 13, VASI Rwy 05, Rwy 23 and PAPI Rwy 13 and Rwy 31—CTAF. ①Rwy 05, TCH 27′. GS 3.0°. Rwy 23, TCH 25′. GS 3.0°. ②Rwy 05. Rwy 13. ③Rwy 13, TCH 28′ GS 3.0°. Rwy 31 TCH 39′ GS 3.0°.



WEATHER DATA SOURCES—(AWOS–3 135.4 907–837–2406).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PTH)

RCO —122.0 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON 288.3 132.9

RADIO AIDS TO NAVIGATION

NDB(HW/DME) 371 PDN Chan 32 N56°57.26′ W158°38.85′ At Fld. 56/16E.

DME unusable:

050°–110° byd 32 NM blw 6500′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

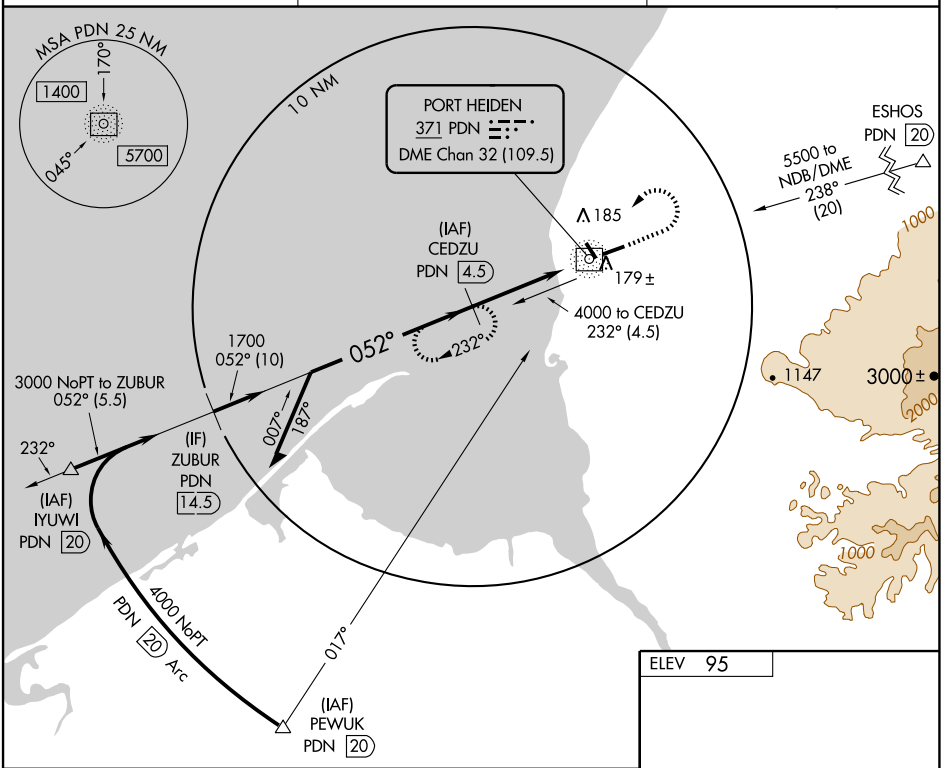
NDB/DME PDN 371 Chan 32 (109.5)	APP CRS 052°	Rwy Idg 5000 TDZE 93 Apt Elev 95

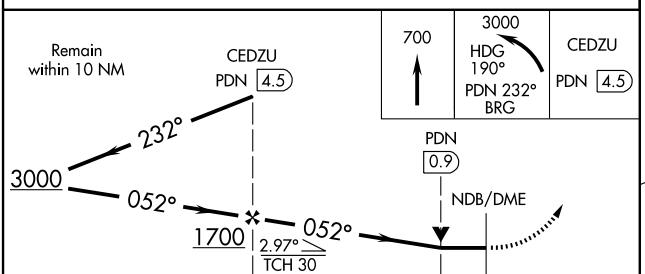
NDB/DME RWY 5
PORT HEIDEN (PTH)(PAPH)

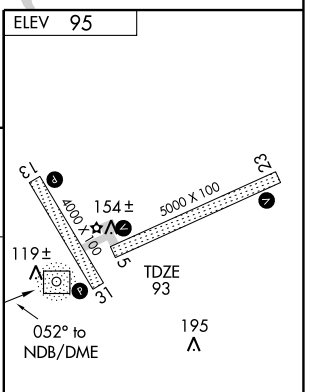
If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet.
NA VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 via heading 190° and PDN NDB bearing 232° to CEDZU/4.5 DME and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	CTAF
135.4	132.9 288.3	122.8 L







CATEGORY	A	B	C	D
S-5	540-1 447 (500-1)		540-1¼ 447 (500-1¼)	540-1½ 447 (500-1½)
CIRCLING	540-1 445 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

REIL Rwys 5 and 13 L
MIRL Rwys 5-23 and 13-31 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

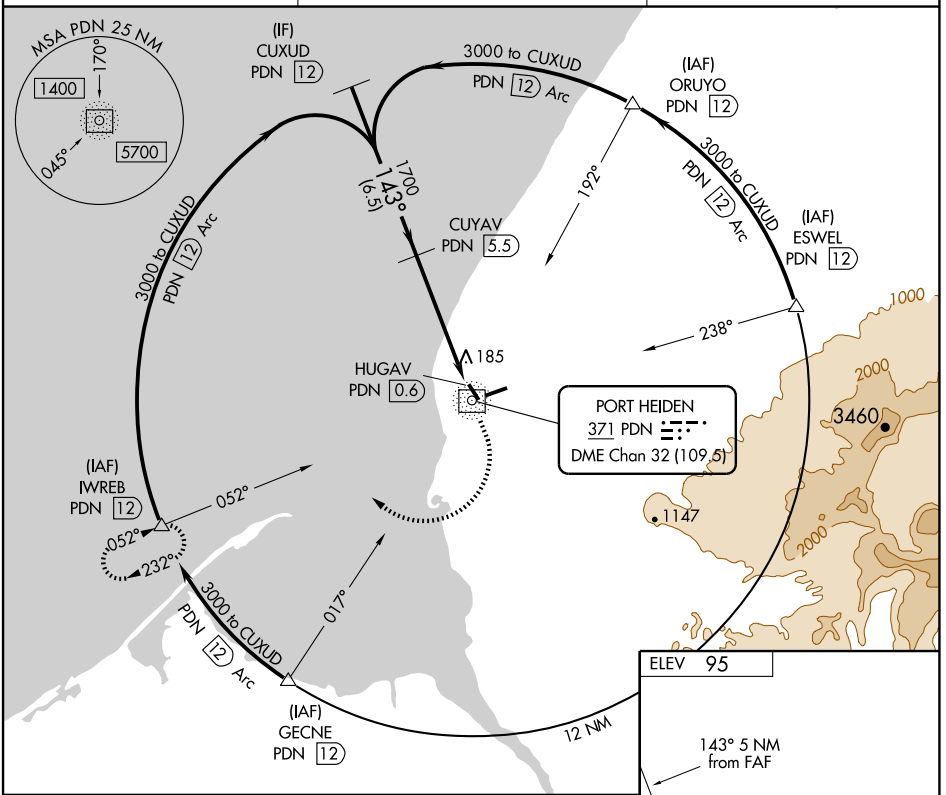
NDB/DME PDN 371 Chan 32 (109.5)	APP CRS 143°	Rwy Idg 4000 TDZE 85 Apt Elev 95

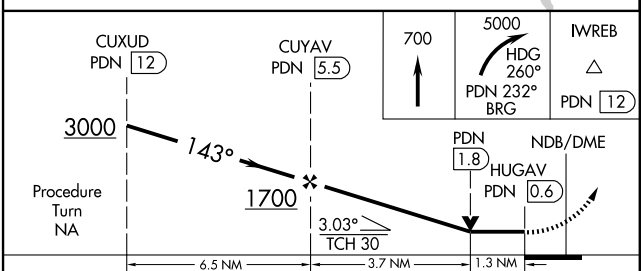
NDB/DME RWY 13
PORT HEIDEN (PTH)(PAPH)

If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet.
NA VDP NA when using Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing right turn to 5000 via heading 260° and PDN NDB/DME 232° bearing to IWREB/12 DME and hold, continue climb-in-hold to 5000.

AWOS-3	ANCHORAGE CENTER	CTAF
135.4	132.9 288.3	122.8 L





CATEGORY	A	B	C	D
S-13	500-1 415 (500-1)		500-1¼ 415 (500-1¼)	
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

REIL Rwys 5 and 13 L
MIRL Rwys 5-23 and 13-31 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

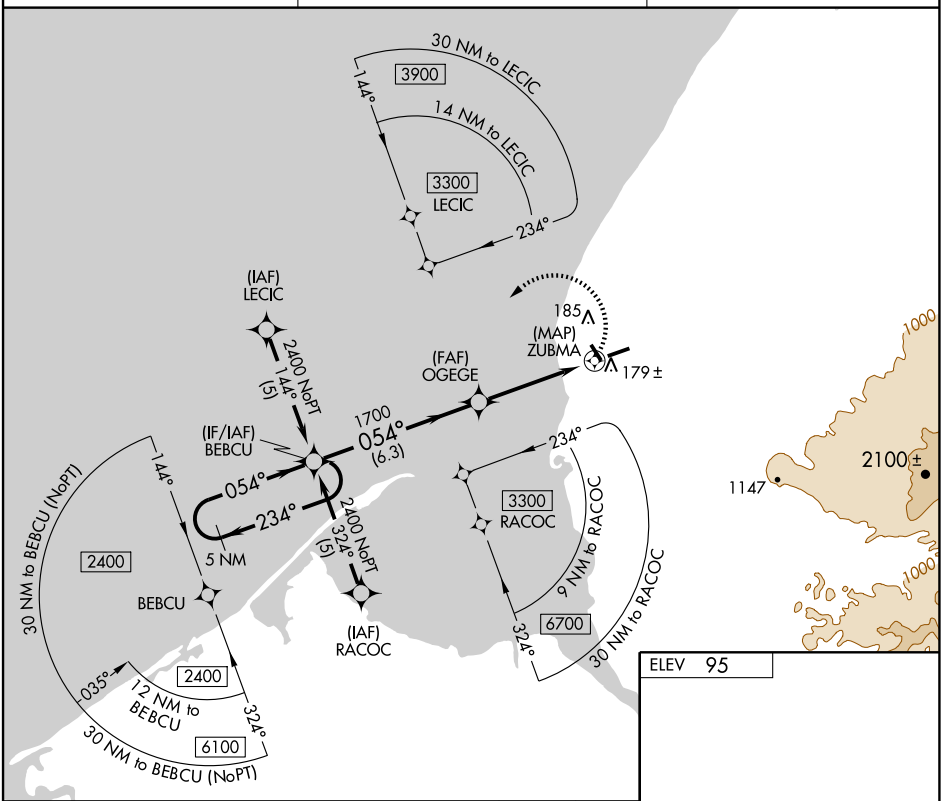
APP CRS	Rwy Idg	5000
054°	TDZE	93
	Apt Elev	95

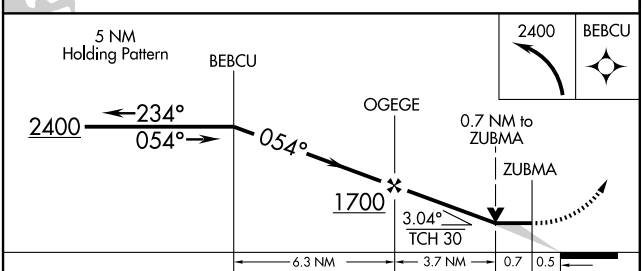
RNAV (GPS) RWY 5
PORT HEIDEN (PTH)(PAPH)

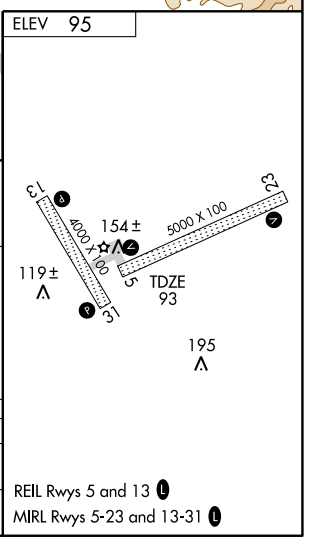
If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2400 direct BEBCU and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.4	132.9 288.3	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	500-1 407 (500-1)		500-1¼ 407 (500-1¼)	
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

REIL Rwys 5 and 13 L
MIRL Rwys 5-23 and 13-31 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

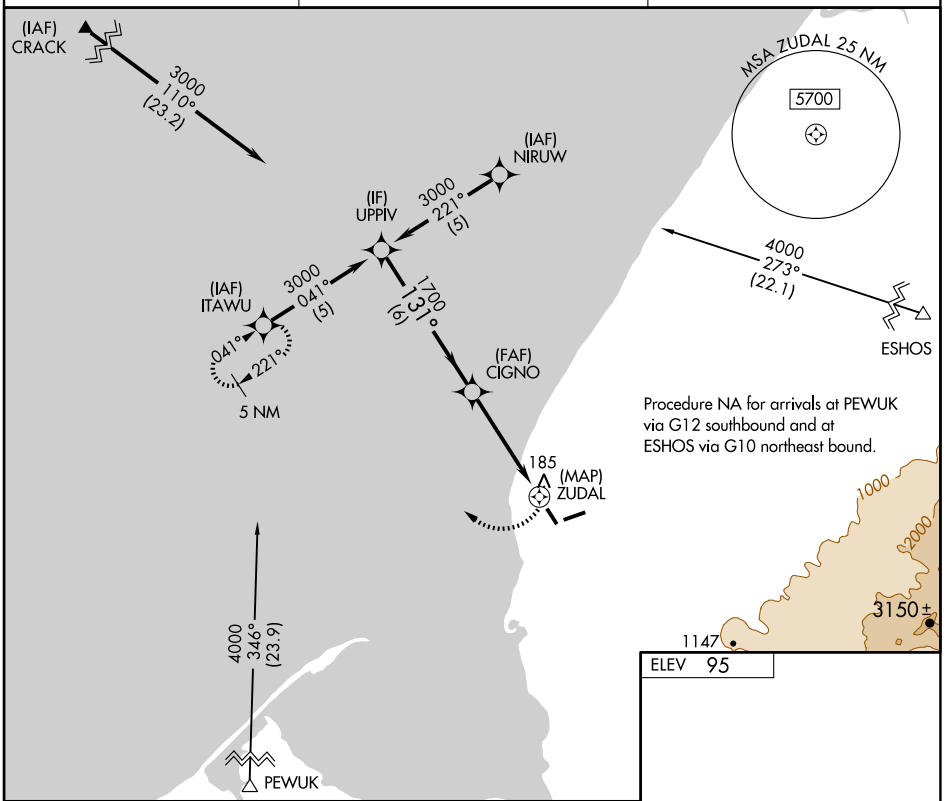
RNAV (GPS) RWY 13
PORT HEIDEN (PTH)(PAPH)

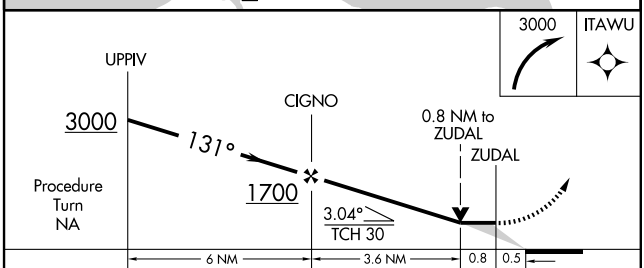
APP CRS	Rwy Idg	4000
131°	TDZE	85
	Apt Elev	95

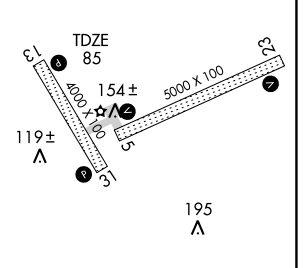
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct ITAWU and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.4	132.9 288.3	122.8 L





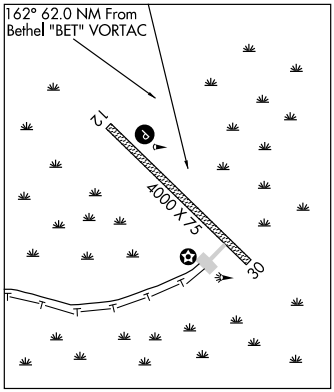


CATEGORY	A	B	C	D
LNAV MDA	500-1 415 (500-1)		500-1¼ 415 (500-1¼)	
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

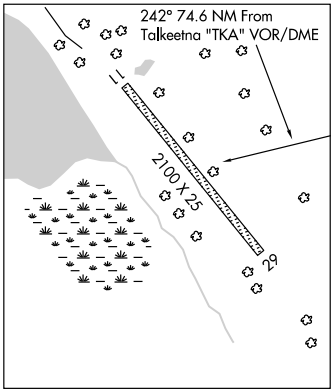
§ **QUILLAYUTE** WA (UIL) (KUIL) 1 SW N47°56.20′ W124°33.76′ UTC−8(−7DT) **SEATTLE**
P 194 H42(CON) 04–22① S–30, D–50 **H–1E, 1D, L–1E**
AIRPORT REMARKS —Unattended. Pedestrians, vehicles and animals on and in vicinity of rwy. ①Rwy 22 thld dsplcd 800′.
WEATHER DATA SOURCES —(ASOS–3 135.225 360–374–9731)
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SEATTLE SEA–NOTAM UIL)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **QUINHAGAK** (AQH) (PAQH) 2 E N59°45.31′ W161°50.72′ UTC−9(−8DT) **KODIAK**
P 42 BL4, 10①, 12② 40(GVL) 12–30 **H–2J, L–3C**
IAP
AIRPORT REMARKS —Unattended. Landing fee. For landing fees ctc the village arpt manager at 907–556–8165, fax 907–556–8166. Rwy condition not monitored, recommend visual inspection prior to using. Potholes entire length of rwy. Equipment occasionally on rwy. N side of rwy lined with sandbags. Three large swales cross rwy. Rwy 12 REIL OTS indef. Rwy 12 PAPI OTS indef. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12–30, PAPI Rwy 12, REIL Rwy 12 and rotating bcn—CTAF. ①Rwy 12. ②Rwy 12 TCH 26′ GS 3.0°.



WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.8) (UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM PAEH)
RCO —122.1 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —372.0 125.2
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **RAINY PASS LODGE** (6AK) 2 E N62°05.05′ W152°43.05′ UTC−9(−8DT) **McGRATH**
1900 21(DIRT) 11–29
AIRPORT REMARKS —Attended May–Sep daylight only. Recommend visual inspection prior to use. Pilots are requested to self announce intentions on CTAF. Rwy 11–29 not maintained in winter and no snow removal. Rwy extremely soft dur ice breakup and heavy rain. Exploration activities in progress. Helipad located 1 NM N of airstrip. Construction materials located near Rwy 11 thld and immediately adjacent to rwy edge, south side. Rwy doglegs to NE near Rwy 11 thld. Rwy 11–29 has 25′ wide dirt path with 3′ to 5′ brush on both sides. Rwy sfc has ruts and dips entire length. Rwy 11 thld marked with cones. Rwy 29 rgt tfc.



WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM PTI)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

RALPH M CALHOUN (See TANANA)

RALPH WIEN MEM (See KOTZEBUE)

WAAS	APP CRS	Rwy Idg	4000
CH 99311	120°	TDZE	42
W12A		Apt Elev	42

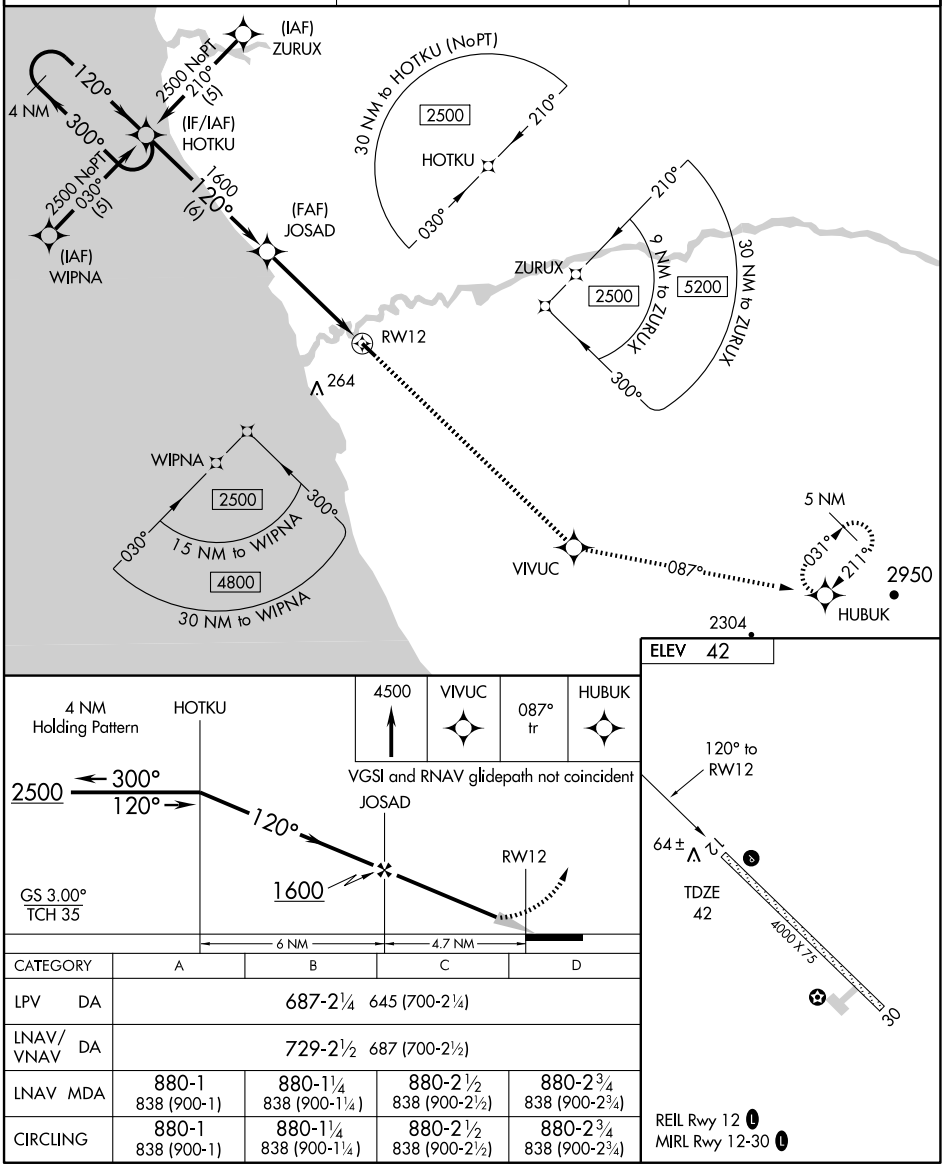
RNAV (GPS) RWY 12

QUINHAGAK (AQH) (PAQH)

Procedure NA at night.
NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Platinum altimeter setting.

MISSED APPROACH: Climb to 4500 direct VIVUC and via 087° track to HUBUK and hold, continue climb-in-hold to 4500.

PLATINUM AWOS-3	BETHEL RADIO	UNICOM
118.375	122.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	687-2¼ 645 (700-2¼)			
LNAV/VNAV DA	729-2½ 687 (700-2½)			
LNAV MDA	880-1 838 (900-1)	880-1¼ 838 (900-1¼)	880-2½ 838 (900-2½)	880-2¾ 838 (900-2¾)
CIRCLING	880-1 838 (900-1)	880-1¼ 838 (900-1¼)	880-2½ 838 (900-2½)	880-2¾ 838 (900-2¾)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 58310	300°	TDZE	42
W30A		Apt Elev	42

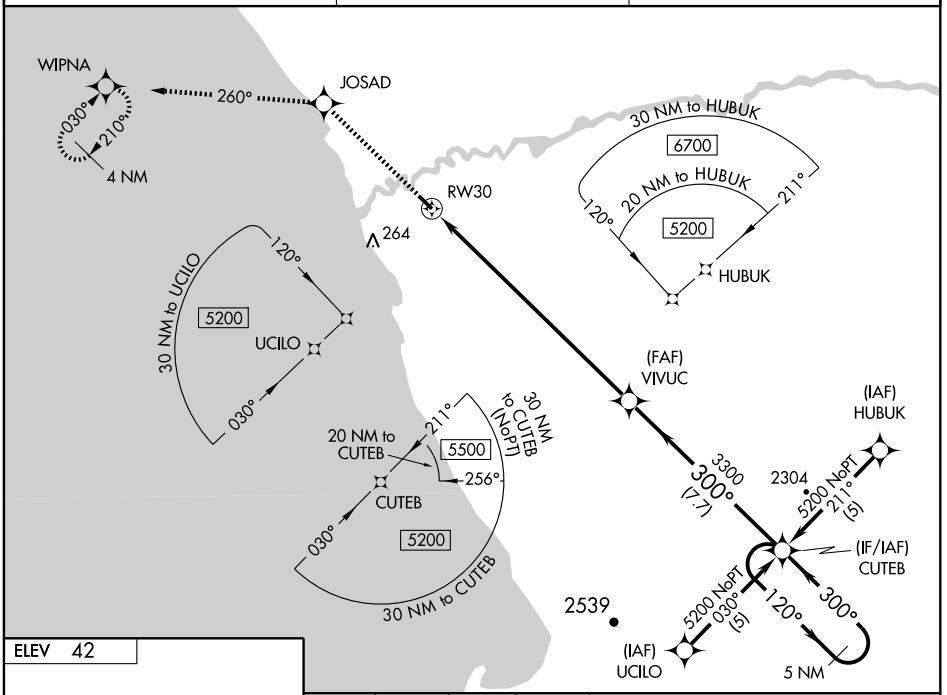
RNAV (GPS) RWY 30

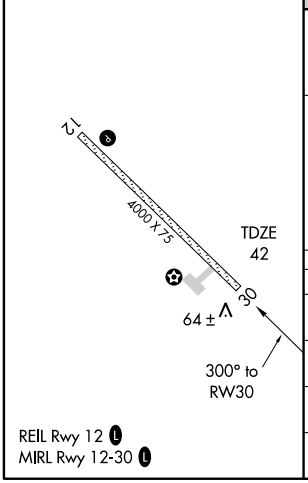
QUINHAGAK (AQH) (PAQH)

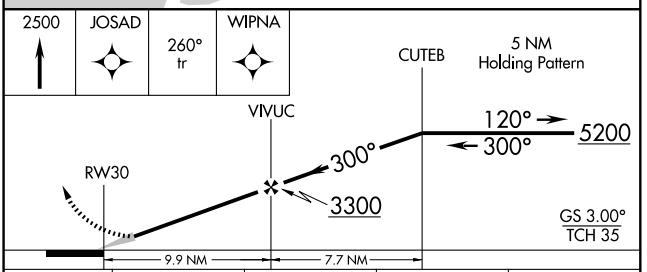
Procedure NA at night.
NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Platinum altimeter setting.

MISSED APPROACH: Climb to 2500 direct JOSAD and via 260° track to WIPNA and hold.

PLATINUM AWOS-3	BETHEL RADIO	UNICOM
118.375	122.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	687-2¼ 645 (700-2¼)			
LNAV/VNAV DA	729-2½ 687 (700-2½)			
LNAV MDA	1100-1¼ 1058 (1100-1¼)	1100-1½ 1058 (1100-1½)	1100-3 1058 (1100-3)	
CIRCLING	1100-1¼ 1058 (1100-1¼)	1100-1½ 1058 (1100-1½)	1100-3 1058 (1100-3)	

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ROBERT BARRON N58°13.38′ W134°50.31′ — JUNEAU
RCO —121.1 (JUNEAU FSS) — H–1C, L–1B

ROBERT (BOB) CURTIS MEM (See NOORVIK)

ROBINSON YT N60°26.37′ W134°51.68′ — WHITEHORSE
NDB(MHW) 329 PJ 315° 17.3 NM to Whitehorse./25E. — L–1B

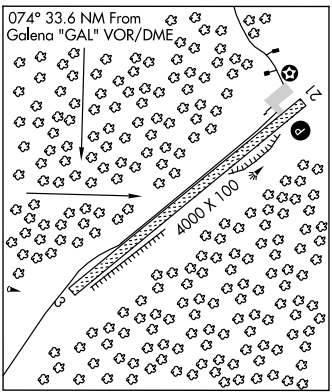
ROCKING T. RANCH (See DELTA JUNCTION)

ROLAND NORTON MEM AIRSTRIP (See SELAWIK)

§ **ROSEBURG RGNL** OR (RBG) (KRBG) 1 NW N43°14.33′ W123°21.35′ UTC−8(−7DT) — KLAMATH FALLS
P 529 BL4, 9①, 10 H46(ASP) 16–34② S–42, D–54, 2D–88 — H–1E
SERVICE—S4 FUEL—(NC–100LL, JET A) HPOX — IAP
AIRPORT REMARKS —Attended 1600–0100Z‡. Rwy 34 slope 0.6% up N. Migratory flocks of waterfowl on and in vicinity of arpt. CAUTION advised. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34—CTAF. Rwy 34 VASI opr continuously. ①Rwy 34, TCH 53′ GS 3.0°. ②Rwy 16 thld dsplcd 700′. Rwy 34 thld dsplcd 371′.
WEATHER DATA SOURCES —(ASOS 135.475 541–673–1483)
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM RBG)
RCO 122.55 (MCMINNVILLE FSS)
SEATTLE CENTER APP/DEP CON—239.0 121.4
RADIO AIDS TO NAVIGATION
VORW/DME 108.2 RBG Chan 19 N43°10.95′ W123°21.14′ 337° 3.4 NM to fld. 1320/20E.
VOR unusable:
070°–130° beyond 20 NM below 8000′ — 130°–150° beyond 20 NM below 7000′
240°–290° beyond 25 NM below 5000′
DME unusable:
070°–130° beyond 20 NM below 8000′ — 130°–190° beyond 30 NM below 7000′
240°–320° beyond 25 NM below 5000′
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

§ **ROSS RIVER** YT (CYDM) 1 S N61°58.23′ W132°25.33′ UTC−8(−7DT) — WHITEHORSE
P 2314 51(GVL) 08–26 — H–1C
AIRPORT REMARKS —Ltd winter maintenance. High ground penetrates apch slope approximately 2 NM from thld of Rwy 26. Soft spots and depression thld Rwy 26 200′ long.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS WHITEHORSE CYXY–NOTAM CYDM)
RADIO/NAV/WEATHER REMARKS—Toll free call to Whitehorse FSS dial 1–866–WX–BRIEF.

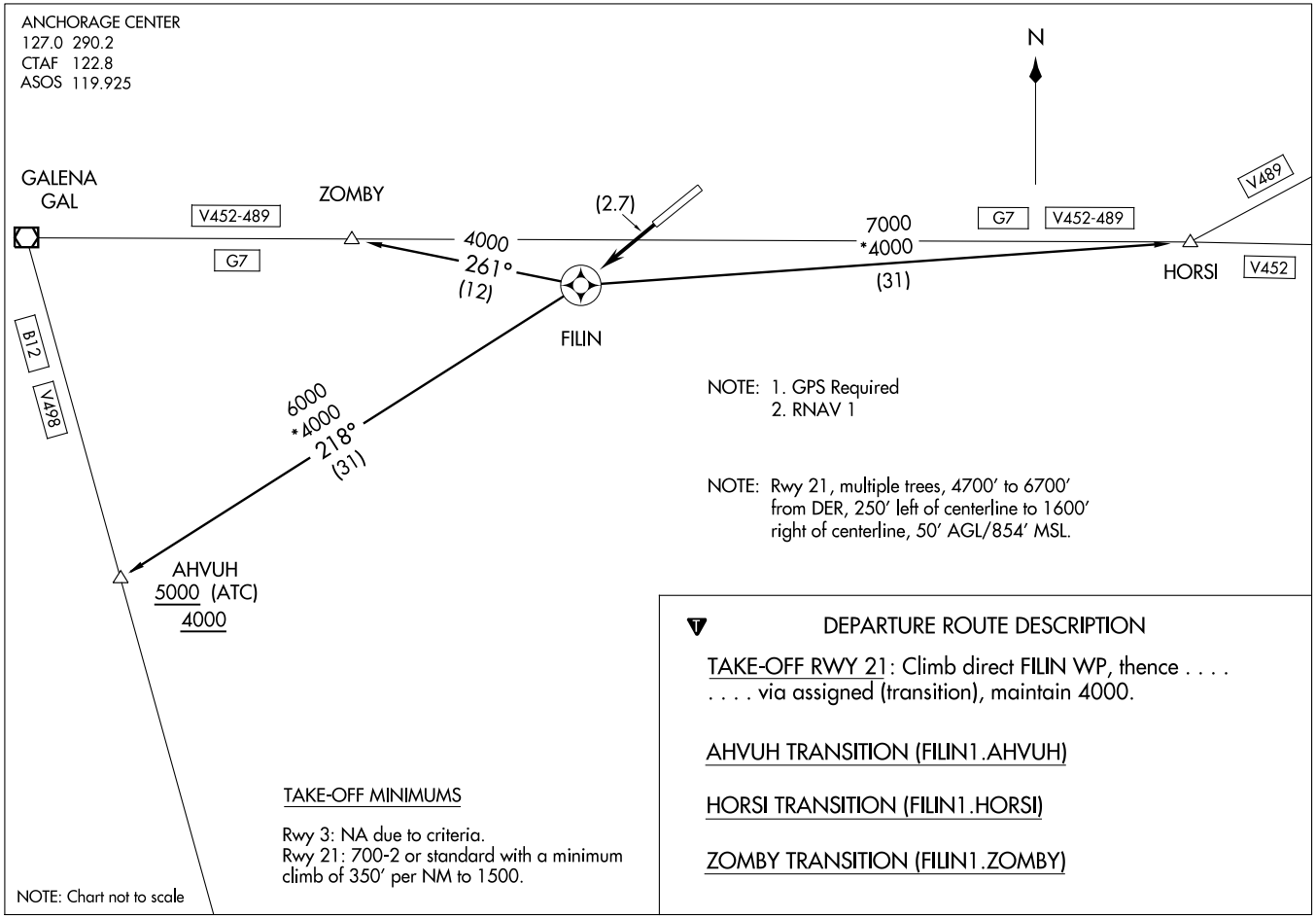
§ **RUBY** (RBY) (PARY) 1 SE N64°43.63′ W155°28.19′ UTC−9(−8DT) — FAIRBANKS
P 658 BL4, 10①, 12② 40(GVL) 03–21 — H–1B, 2J, L–3C, 4I
AIRPORT REMARKS —Unattended. Rwy 03–21 slopes down to middle. Rwy 21 slopes down at a 2% grade. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 03–21, PAPI Rwy 21, REIL Rwy 21 and rotating bcn—CTAF. ①Rwy21. ②Rwy 21. — IAP
WEATHER DATA SOURCES—(ASOS 119.925 907–468–4605) (WX CAM).
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM RBY)
GALENA RCO —122.2 (FAIRBANKS FSS)
RUBY RCO —122.25 (FAIRBANKS FSS)
ANCHORAGE APP/DEP CON —290.2 127.0
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



FILIN ONE DEPARTURE (RNAV)

(FILIN1.FILIN) 09183

RUBY (RBY)(PARY)
RUBY, ALASKA



FILIN ONE DEPARTURE (RNAV)
(FILIN1.FILIN) 09183
RUBY (RBY)(PARY)
RUBY, ALASKA

SL-10166 (FAA)

RNAV (GPS) RWY 3

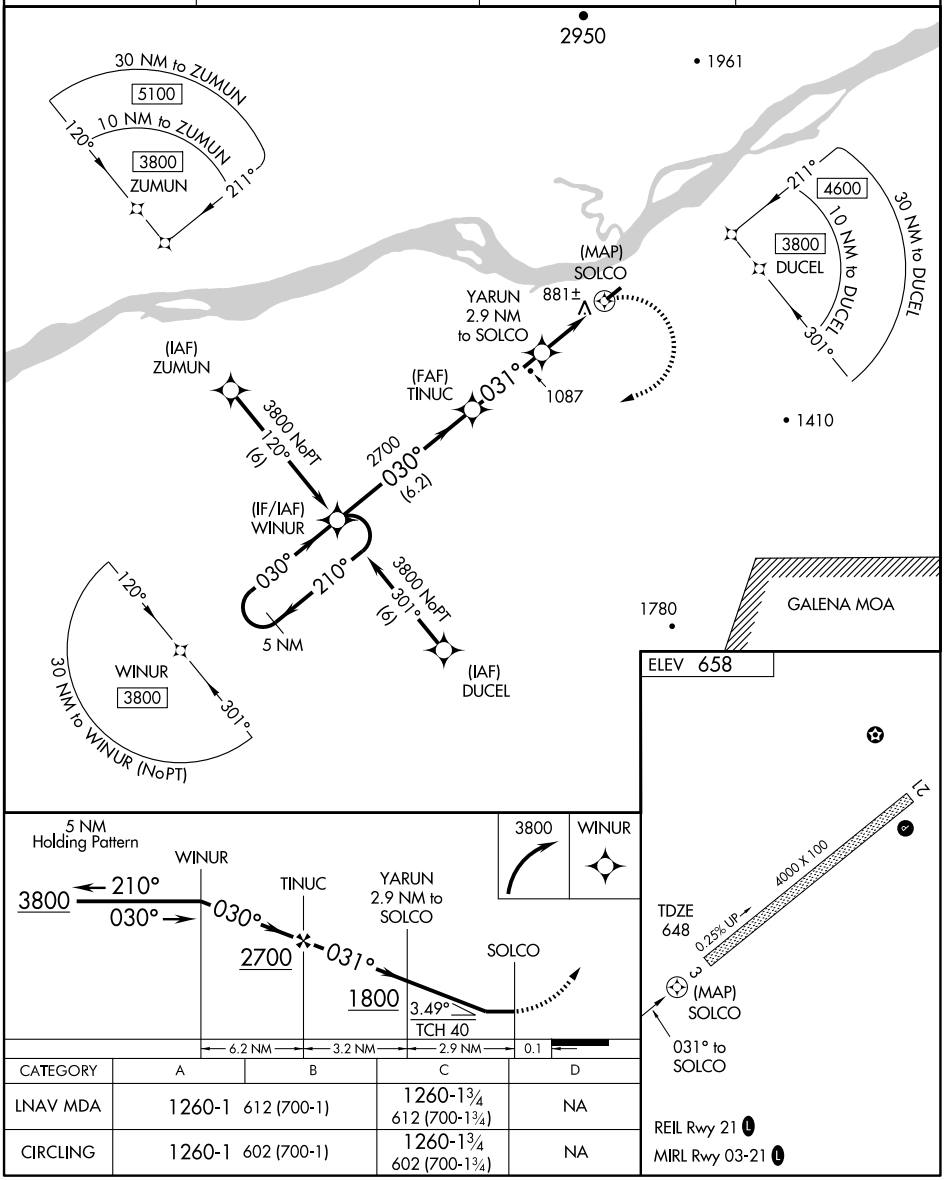
RUBY (RBY) (PARY)

APP CRS	Rwy Idg	4000
031°	TDZE	648
	Apt Elev	658

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Galena altimeter setting and increase all MDAs 340 feet.

MISSED APPROACH: Climbing right turn to 3800 direct WINUR and hold.

ASOS	ANCHORAGE CENTER	RUBY RADIO	CTAF
119.925	127.0 290.2	122.25	122.8 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 612 (700-1)		1260-1¾ 612 (700-1¾)	NA
CIRCLING	1260-1 602 (700-1)		1260-1¾ 602 (700-1¾)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

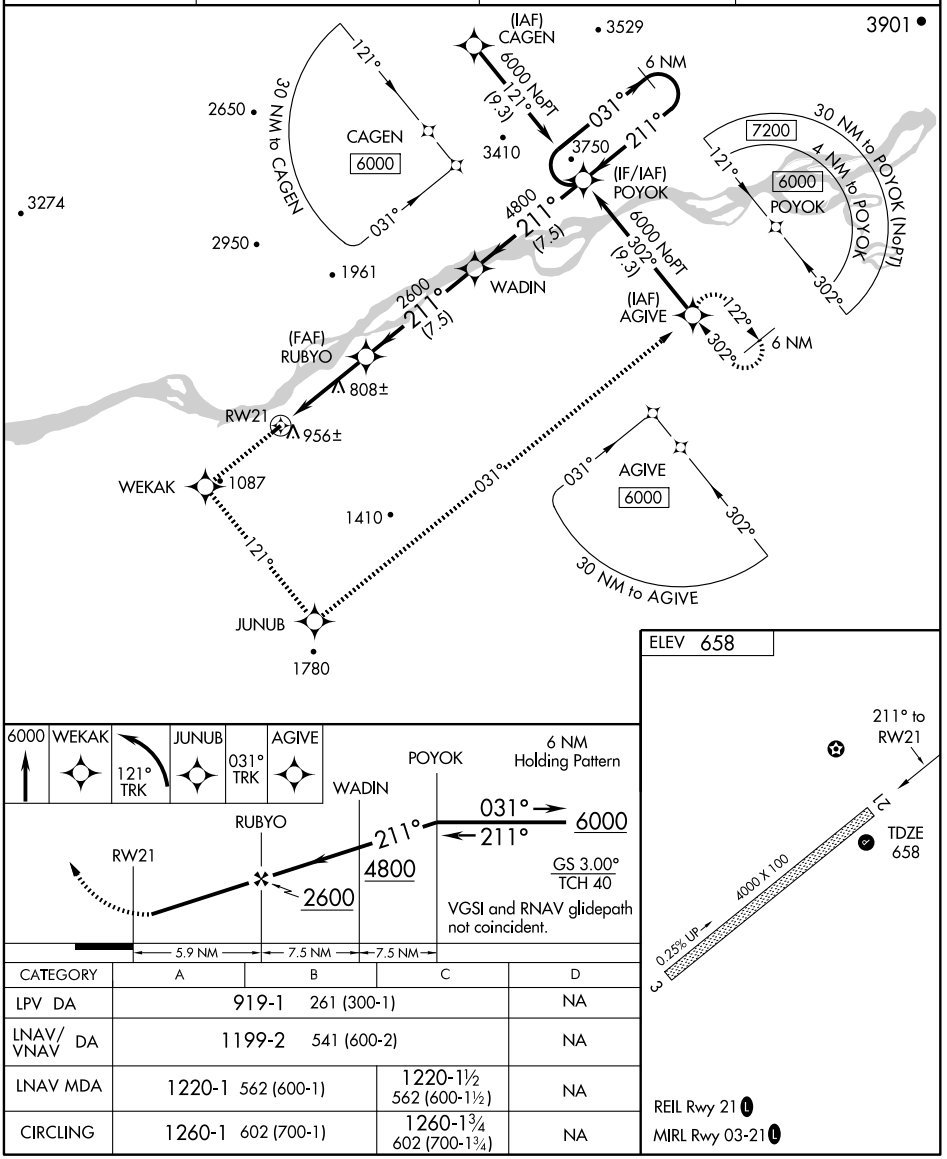
RUBY (RBY) (PARY)

WAAS	APP CRS	Rwy Idg	4000
CH 77807	211°	TDZE	658
W21A		Apt Elev	658

Baro-VNAV NA when using Galena altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Galena altimeter setting and increase all DA/MDA 340 feet; increase LPV visibility all Cats and LNAV Cat C 1¼ mile, LNAV/ VNAV all Cats visibility 2 miles, LNAV Cats A/B and circling Cats A/B visibility ¼ mile, circling Cat C visibility 1 mile.

MISSED APPROACH: Climb to 6000 direct WEKAK and left turn via 121° track to JUNUB and via 031° track to AGIVE and hold.

ASOS	ANCHORAGE CENTER	RUBY RADIO	CTAF
119.925	127.0 290.2	122.25	122.8 L



CATEGORY	A	B	C	D
LPV DA	919-1 261 (300-1)			NA
LNAV/ VNAV DA	1199-2 541 (600-2)			NA
LNAV MDA	1220-1 562 (600-1)		1220-1½ 562 (600-1½)	NA
CIRCLING	1260-1 602 (700-1)		1260-1¾ 602 (700-1¾)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

YUKUN ONE DEPARTURE (RNAV)

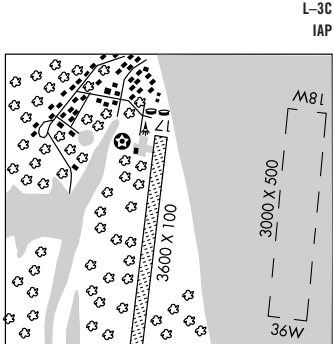
AK, 23 SEP 2010 to 18 NOV 2010

YUKUN ONE DEPARTURE (RNAV)
(YUKUN1.YUKUN) 09183
RUBY, ALASKA
RUBY (RBY)(PARY)

RUSSIAN MISSION

KAKO (9AK2) 8 NW N61°53.94′ W161°26.38′ UTC−9(−8DT) McGRATH
PVT 300 26(GVL) 09–27
AIRPORT REMARKS —Attended continuously.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

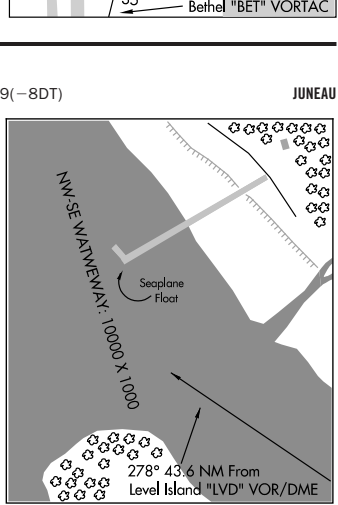
§ **RUSSIAN MISSION** (RSH) (PARS) 0 SE N61°46.49′ W161°19.16′ UTC−9(−8DT) McGRATH
P 51 BL4, 10, 12① 36(GVL) 17–35 L–3C
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Segmented circle overgrown not visible from the air. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 35, REIL Rwy 17 and Rwy 35, rotating bcn and windsock—CTAF. ①Rwy 35, TCH 30′. GS 3.6°. IAP
WEATHER DATA SOURCES —(ASOS 118.375 907–584–5521) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM–RSH)
ANCHORAGE CENTER APP/DEP CON —251.05 118.15
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **RUSSIAN MISSION SEAPLANE** 0 E N61°46.78′
W161°19.17′ UTC−9(−8DT)
20 –30 18W–36W
SEAPLANE REMARKS —Seaplanes opr N–S in Yukon River and E–W in Nunvotchuk Lake. Watch for fish nets close to shore. Float avbl.
WEATHER DATA SOURCES —(ASOS 118.375 907–584–5521) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM KSM)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

SAGINAW BAY

SAGINAW SEAPLANE (A23) 0 NE N56°53.18′ W134°09.50′ UTC−9(−8DT) JUNEAU
00 –100 NW–SE
SEAPLANE REMARKS —Unattended. Rocks and shallow water near shore SE of Float.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡ OT CTC JUNEAU JNU)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Sitka FSS call 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.



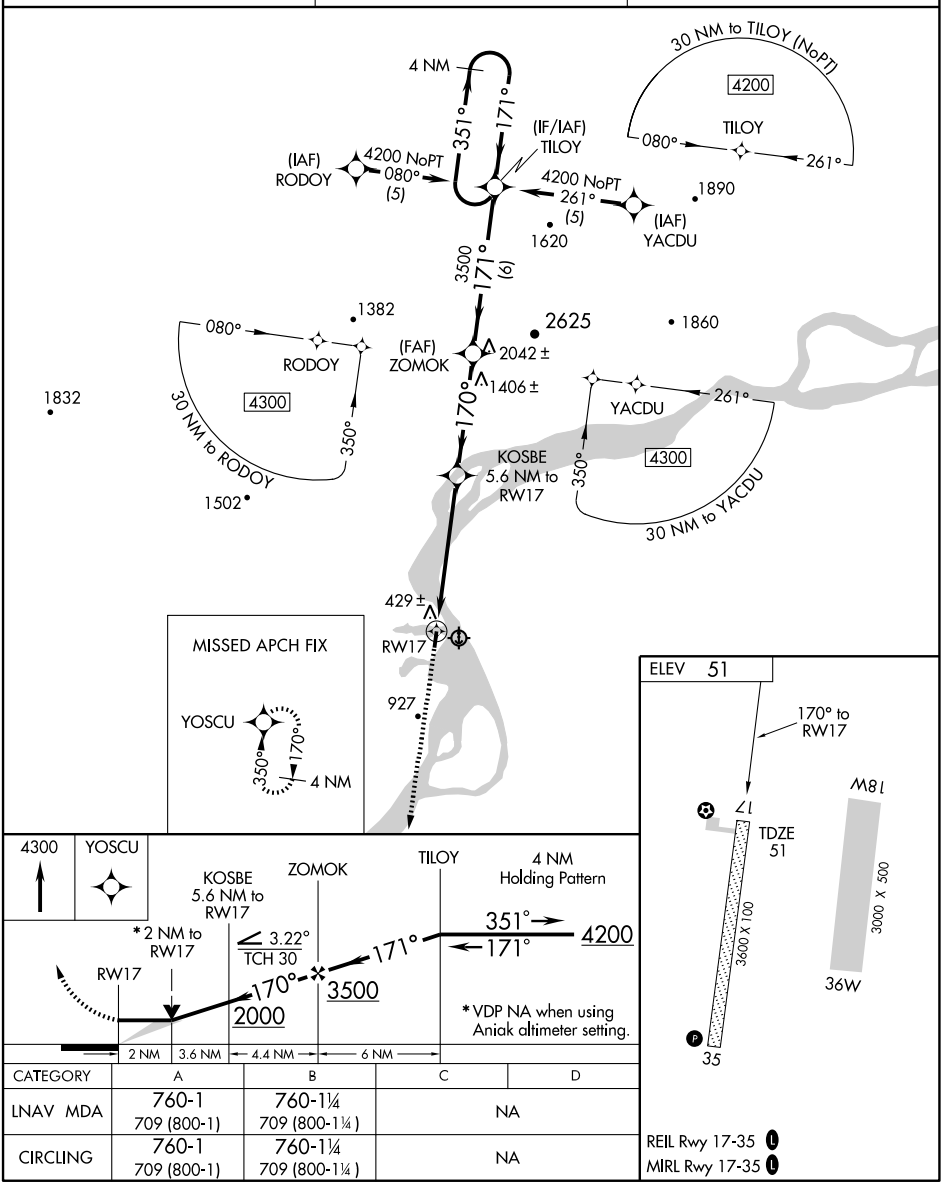
APP CRS	Rwy Idg	3600
170°	TDZE	51
	Apt Elev	51

RNAV (GPS) RWY 17
RUSSIAN MISSION (RSH)(PARS)

DME/DME RNP-0.3 NA.
Circling Rwy 35 NA at night. If local altimeter not received, use Aniak altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 4300 direct YOSCU and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.375	118.15 251.05	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	760-1 709 (800-1)	760-1¼ 709 (800-1¼)	NA	
CIRCLING	760-1 709 (800-1)	760-1¼ 709 (800-1¼)	NA	

REIL Rwy 17-35 L
MIRL Rwy 17-35 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

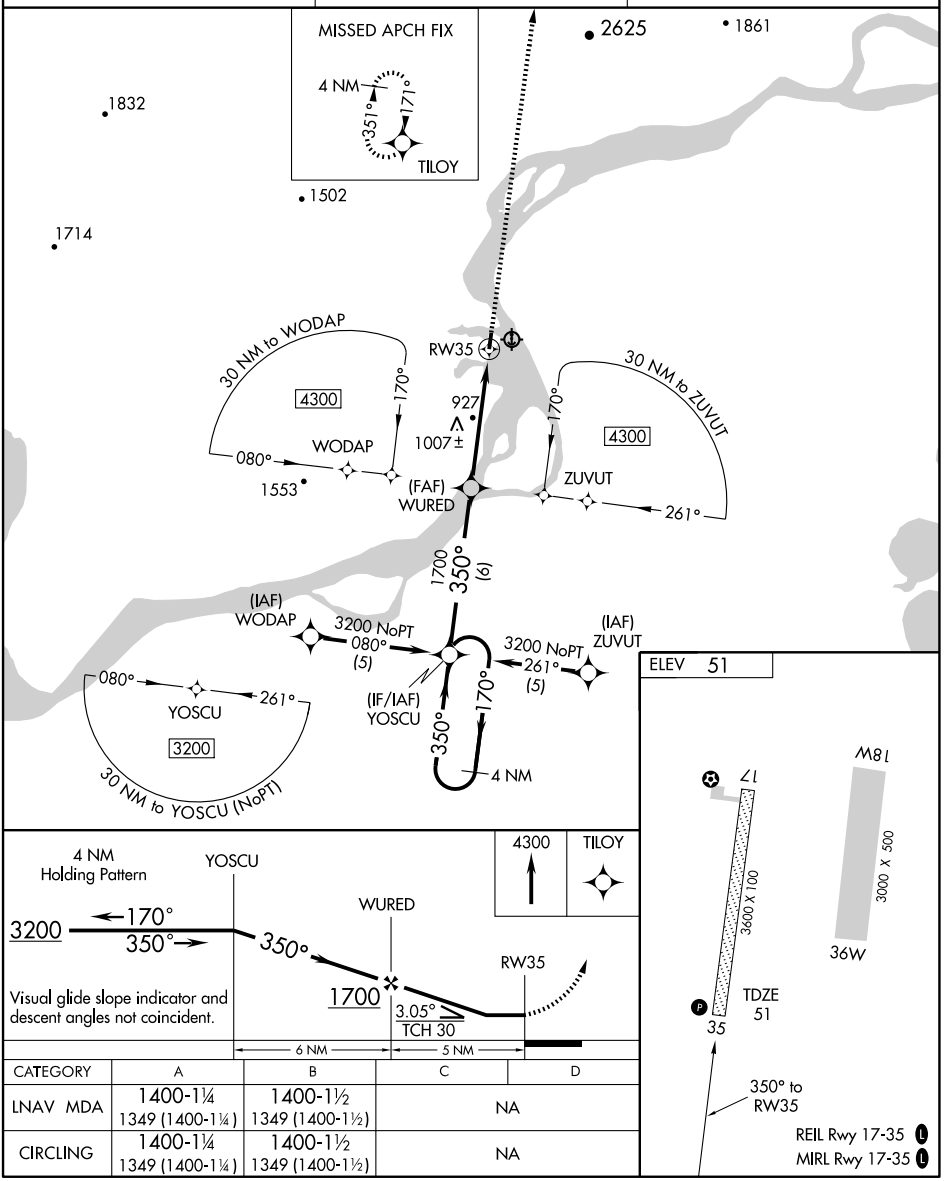
APP CRS	Rwy Idg	3600
350°	TDZE	51
	Apt Elev	51

RNAV (GPS) RWY 35
RUSSIAN MISSION (RSH)(PARS)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-In/Circling Rwy 35 procedure NA at night. If local altimeter setting not received, use Aniak altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 4300 direct TILOY and hold.

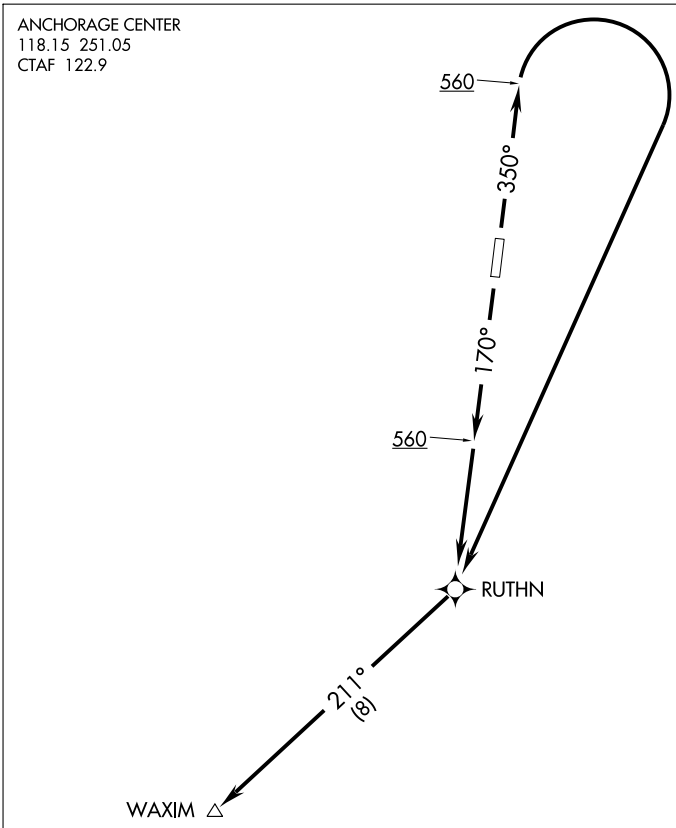
ASOS	ANCHORAGE CENTER	CTAF
118.375	118.15 251.05	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1400-1¼ 1349 (1400-1¼)	1400-1½ 1349 (1400-1½)	NA	
CIRCLING	1400-1¼ 1349 (1400-1¼)	1400-1½ 1349 (1400-1½)	NA	

AK, 23 SEP 2010 to 18 NOV 2010

WAXIM ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS
Rwy 17: 500-2 with a minimum climb of 430′ per NM to 1400.
Rwy 35: 500-2.

TAKE-OFF OBSTACLE NOTES
Rwy 17: Multiple trees beginning 1193′ from DER, 808′ right of centerline, up to 80′ AGL/279′ MSL.
Rwy 35: Multiple trees beginning 2116′ from DER, 907′ left of centerline, up to 80′ AGL/329′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb heading 170° to 560, then direct RUTHN, then via depicted route to WAXIM, thence . . .
TAKE-OFF RUNWAY 35: Climb heading 350° to 560, then right turn direct RUTHN, then via depicted route to WAXIM, thence . . .
. . . maintain 6000 or higher ATC assigned altitude.

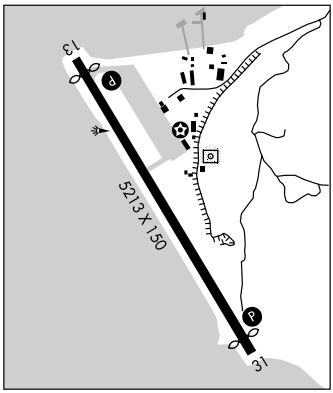
AK, 23 SEP 2010 to 18 NOV 2010

§ **SAND POINT** (SDP) (PASD) 2 SW N55°18.82′ W160°31.29′ UTC−9(−8DT) **COLD BAY**
P 21 BL4, 10②, 12① H52(ASP) 13–31③ S–75, D–200, 2D–300 **H–2J, L–2J**
FUEL —A **IAP**

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–5213 TODA–5213 ASDA–4639 LDA–4099
RWY 31: TORA–5213 TODA–5213 ASDA–4674 LDA–4099

AIRPORT REMARKS —Unattended. Fuel avbl 1700–0500 call 907–383–2026, $40 call out fee. ARFF unavbl. Arpt CLOSED to air carriers more than 30 passengers. Cliff 80′ to 320′ high on E side of rwy. Cliffs may obstruct view of Rwy 31 while on apch. Turbulence on S apch. Sea birds invof approaches. No snow removal or deicing 0300–1700Z‡ for rwy/taxiway or ramp. Maintenance duty hrs 1700–0300Z‡. Snow or ice removal and hazardous reporting only performed 1700–0300Z‡. Rwy 13 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. ACTIVATE MIRL Rwy 13–31, REIL and PAPI Rwy 13 and Rwy 31 and rotating bcn—CTAF. ①Rwy 13, TCH 31′. GS 3.6°. Rwy 31, TCH 36′. GS 3.6°. ②Rwy 13. Rwy 31. ③Rwy 13 thld dsplcd 538′. Rwy 31 thld dsplcd 575′.



WEATHER DATA SOURCES—(AWOS–3 134.85 907–383–5387).

COMMUNICATIONS—(CTAF 122.3) (UNICOM 122.8) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡—NOTAM SDP OT CTC KENAI ENA)

RCO —122.3 (COLD BAY FSS) (1700–0300Z‡) OT ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON —346.3 125.35
CLNC DEL—122.3

RADIO AIDS TO NAVIGATION

BORLAND NDB(HW/DME) 390 HBT Chan 79 N55°18.94′ W160°31.11′ At Fld.132/15E. VHF/DF—contact Cold Bay FSS.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Wx information avbl on 132.05 (call sign Sand Point Wx) or phone 907–383–2403 1700–0300Z‡. DME channel 79 paried with VHF freq 113.2.

SANDSPIT BC (CYZP) 1.5 NE N53°15.26′ W131°48.83′ UTC−8(−7DT) **KETCHIKAN**
MOT 21 BL6, 10①, 12 ② H51(ASP) 12–30 **H–1D, L–1D**
FUEL —(NC–A1)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA–5112 TODA–5112 ASDA–5112 LDA–5112
RWY 30: TORA–5112 TODA–5112 ASDA–5112 LDA–5112

AIRPORT REMARKS —All lighting O/R thru Terrace FSS. Extv bird activity year–round. Rwy 12–30 win maint 1430–0030Z‡ Mon–Fri exc hols, OT 2 hrs PN required call out fee. Fuel avbl 15 min PN required 1600–0100Z‡ ctc 250–637–2431 OT call out charge. Numerous blasting ops in logging areas, ctc Kamloops FSS for info. De-icing and Anti-icing fluid avbl, 250–637–5726 call out charge. Rwy 12 up 0.4% first 328′. ①Rwy 12 and 30. ②Rwy 30, GS 3.0°.

COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS TERRACE CYXT–NOTAM CYZP)

RCO —123.275 (KAMLOOPS FSS) May not be receivable on ground.
RCO—296.2 122.3 (TERRACE FSS)
VANCOUVER CENTER APP/DEP CON—227.2 133.675

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

VOR/DME 114.1 YZP Chan 88 N53°15.13′ W131°48.42′ At Fld.30/23E.
NDB(HW) 368 ZP N53°11.77′ W131°46.65′ 317° 3.7 NM to Fld./22E.
DEAD TREE NDB(MHW) ZZP 248 N53°21.00′ W131°56.40′ 120°7.3 NM to Fld./22E.
ILS 109.5 I–IZP Rwy 12.

RADIO/NAV/WEATHER REMARKS —LD call to Terrace FSS dial 250–635–2110.

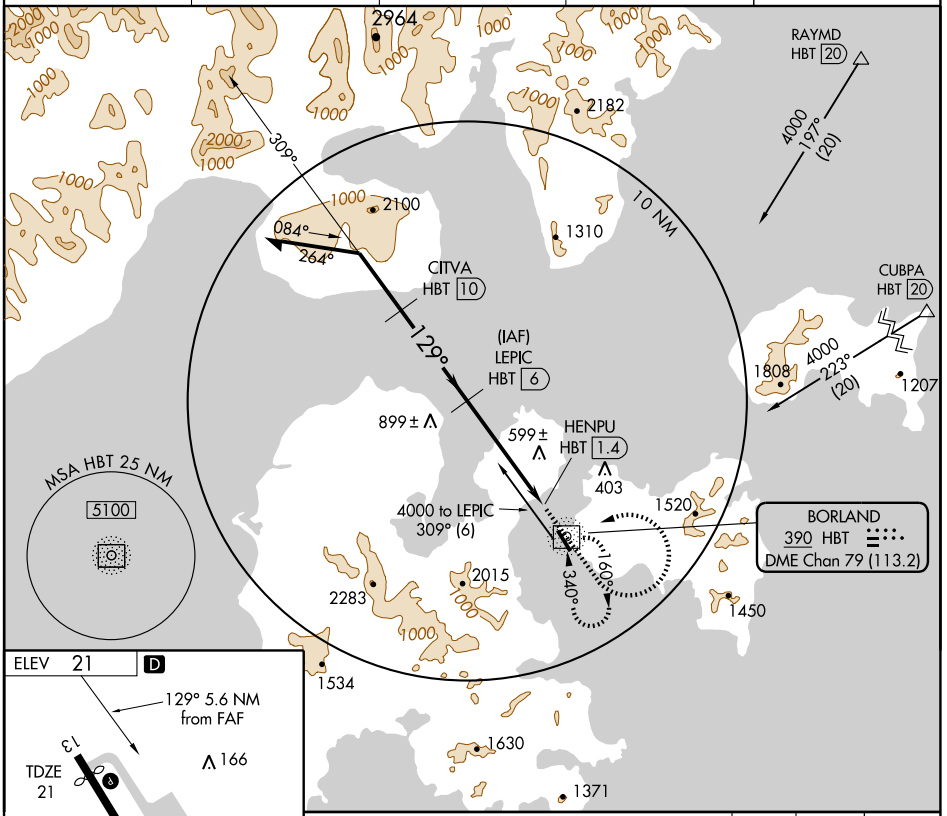
NDB/DME HBT 390 Chan 79 (113.2)	APP CRS 129°	Rwy Idg 4099 TDZE 21 Apt Elev 21

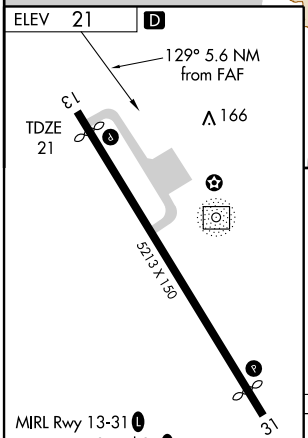
NDB/DME RWY 13
SAND POINT (SDP) (PASD)

Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

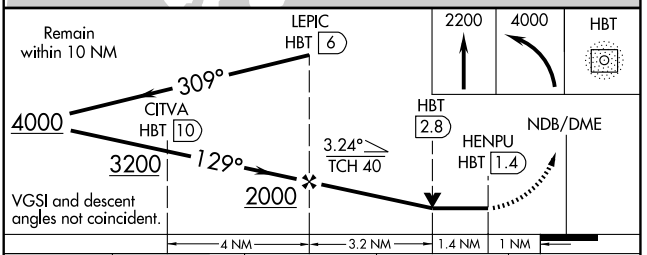
MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct HBT NDB/DME and hold, continue climb-in-hold to 4000.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 L





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-13	980-1¼ 959 (1000-1¼)	980-1½ 959 (1000-1½)	980-3	959 (1000-3)
CIRCLING	980-1¼ 959 (1000-1¼)	980-1½ 959 (1000-1½)	980-3	959 (1000-3)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

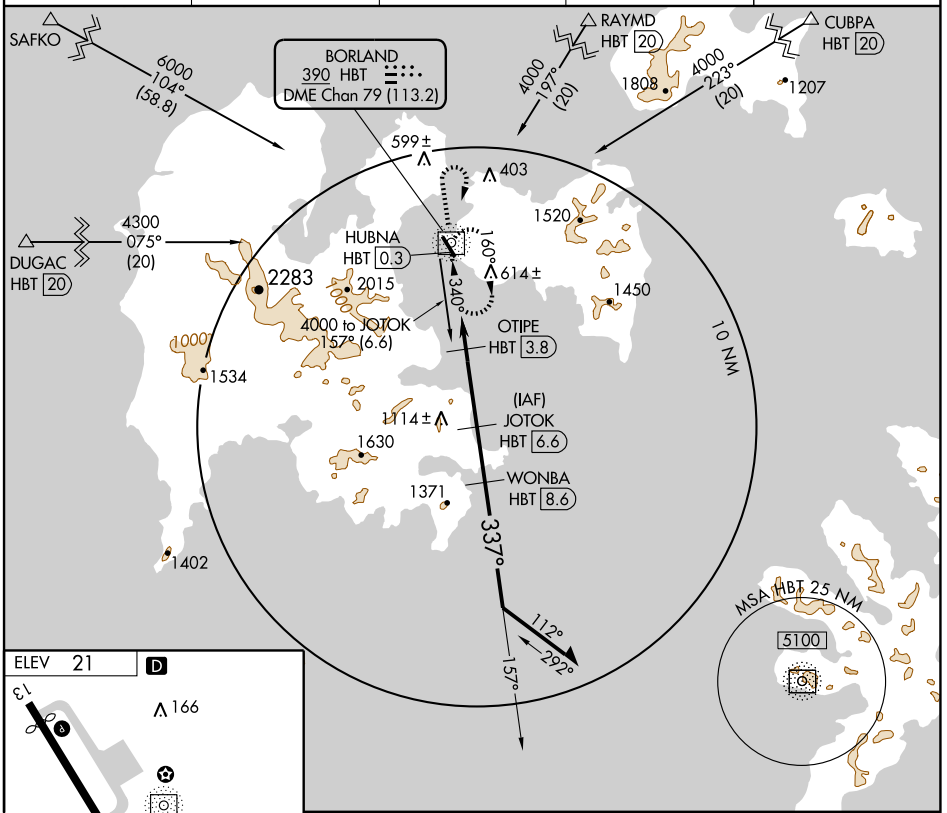
NDB/DME HBT 390 Chan 79 (113.2)	APP CRS 337°	Rwy Idg 4099 TDZE 21 Apt Elev 21

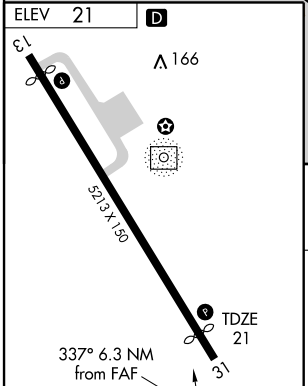
NDB/DME RWY 31
SAND POINT (SDP) (PASD)

Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct HBT NDB/DME and hold.

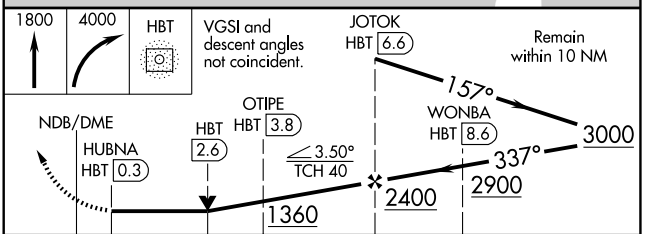
AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 (L)





FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-31	920-1¼	899 (900-1¼)	920-2¾ 899 (900-2¾)	920-3 899 (900-3)
CIRCLING	920-1¼	899 (900-1¼)	920-2¾ 899 (900-2¾)	920-3 899 (900-3)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME HBT	APP CRS	Rwy Idg	4099
390	123°	TDZE	21
Chan 79 (113.2)		Apt Elev	21

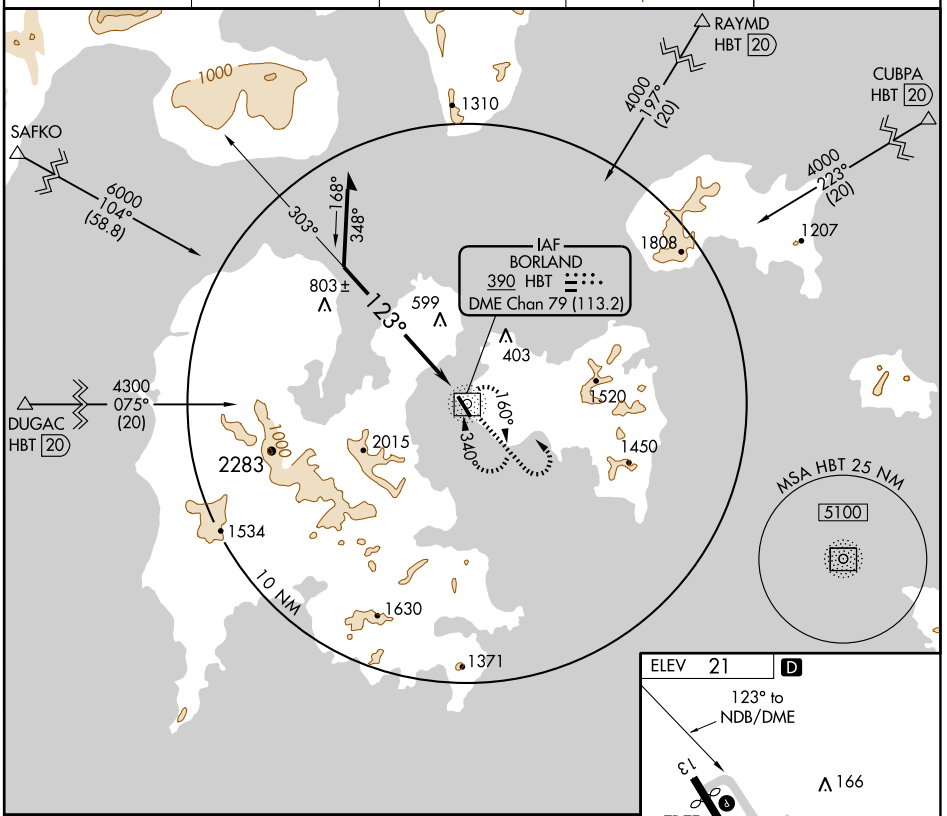
NDB RWY 13

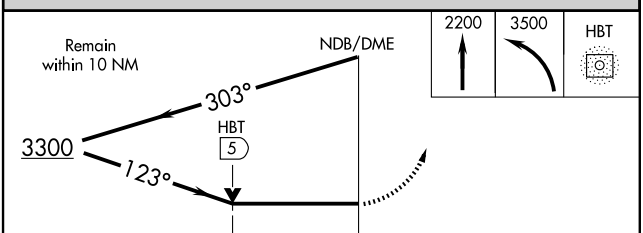
SAND POINT (SDP) (PASD)

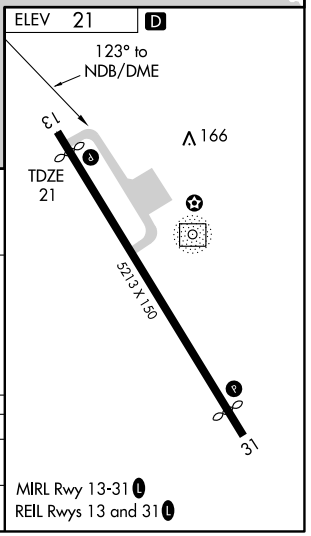
Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3500 direct HBT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 L







CATEGORY	A	B	C	D
S-13	1800-1¼ 1779 (1800-1¼)	1800-1½ 1779 (1800-1½)	1800-3 1779 (1800-3)	
CIRCLING	1800-1¼ 1779 (1800-1¼)	1800-1½ 1779 (1800-1½)	1800-3 1779 (1800-3)	

APP CRS	Rwy Idg	4099
134°	TDZE	21
	Apt Elev	21

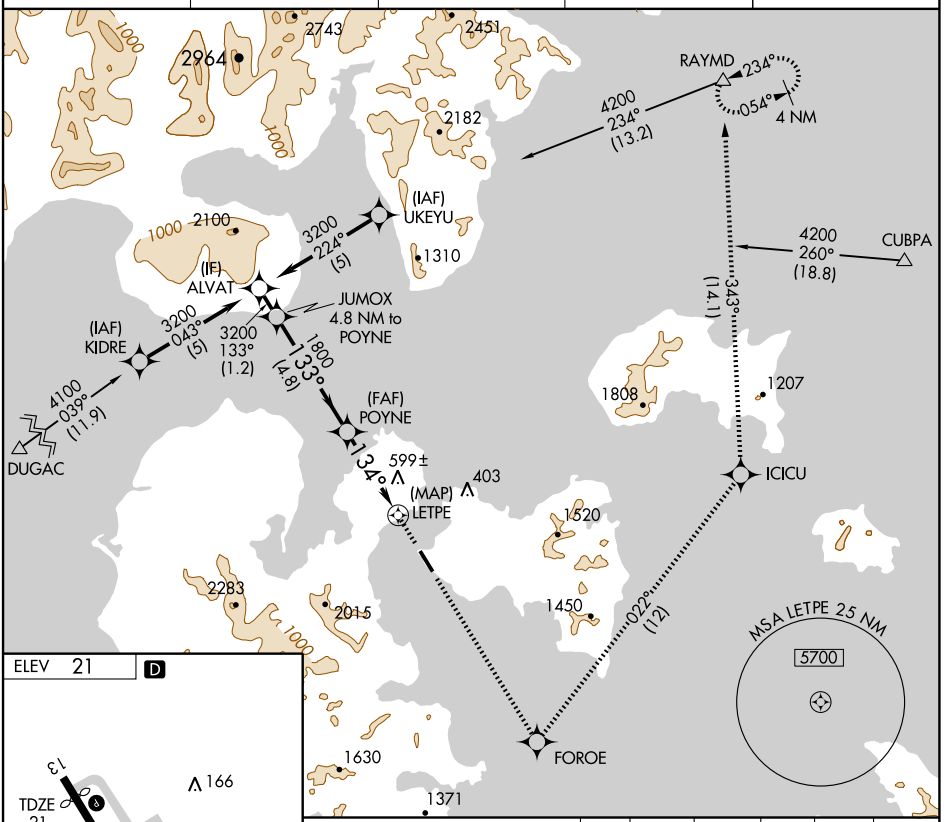
RNAV (GPS) RWY 13

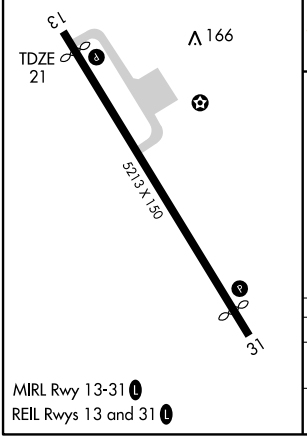
SAND POINT (SDP) (PASD)

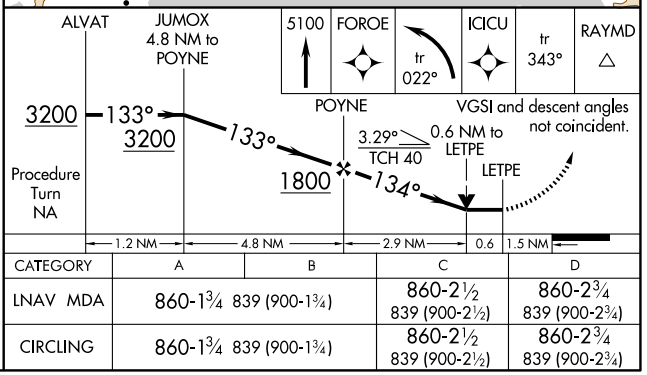
DME/DME RNP- 0.3 NA.
Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5100 direct FOROE then left turn via 022° track to ICICU and via 343° track to RAYMD and hold, continue climb-in-hold to 5100.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 (L)





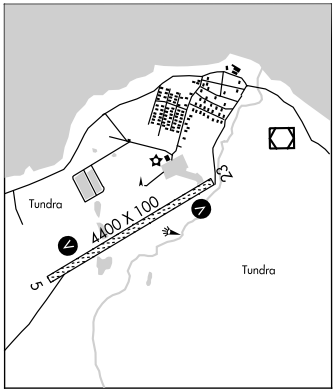


CATEGORY	A	B	C	D
LNAV MDA	860-1¾ 839 (900-1¾)		860-2½ 839 (900-2½)	860-2¾ 839 (900-2¾)
CIRCLING	860-1¾ 839 (900-1¾)		860-2½ 839 (900-2½)	860-2¾ 839 (900-2¾)

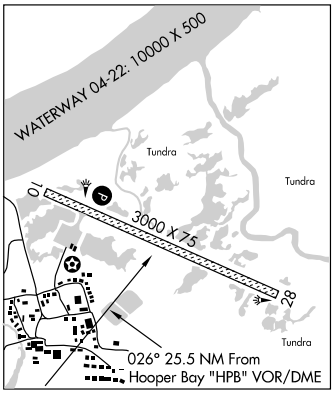
AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **SAVOONGA** (SVA) (PASA) 2 S N63°41.15′ W170°29.80′ UTC−9(−8DT) **BETHEL**
P 53 BL4, 9 ① 44(GVL) 05–23 **H–1A, 2I, L–3B, 4H**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspections prior to landing. Rocks up to 5″ on sides of landing surface. S edge safety area used as a road, is rough and rutted. Rwy 05–23 marked with thld panels, Rwy 05 has orange drums generally aligned with rwy centerline and extend 2500′ SW. Rwy 23 rgt tfc. ACTIVATE MIRL Rwy 05–23 and VASI Rwy 05 and Rwy 23—CTAF. ①Rwy 05, TCH 29′. GS 3.0°. Rwy 23, TCH 39′. GS 3.0°.
WEATHER DATA SOURCES —(AWOS–3 121.3 907–984–6429) (WX CAM).
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM SVA OT CTC FAIRBANKS FAI)
RCO —122.3 (NOME FSS)
ANCHORAGE CENTER APP/DEP CON—281.4 132.2
RADIO AIDS TO NAVIGATION
KUKULIAK (H) VORW/DME 117.3 ULL Chan 120 N63°41.54′ W170°28.20′ At Fld.380/10E.
VOR/DME unusable:
090°–110° byd 30 NM blw 5000′
110°–140° byd 14 NM blw 8000′
140°–180° byd 14 NM blw 11,500′
180°–225° byd 20 NM blw 8500′
RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **SCAMMON BAY** (SCM) (PACM) 0 N N61°50.67′ W165°34.42′ UTC−9(−8DT) **BETHEL**
P 14 BL4, 12 ① 30(DIRT) 10–28 **L–3B**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Birds on rwy. Road used to cross rwy to river. Be Alert: Gusty crosswinds common. Rwy edges soft and sloughing towards tundra. Rwy 28 safety area soft and contains large rocks, only 75′ usable. Rwy 10–28 soft during breakup, after rains and during extreme high tides. Wind indicators unreliable. Rwy 28 rgt tfc. Rwy 10 marked with cones and reflective thld panels. Rwy 10 thld panels damaged and missing. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and rotating bcn—CTAF. ① Rwy 10, TCH 25′. GS 3.0°.
WEATHER DATA SOURCES—(ASOS 118.425 907–558–5501) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM SCM)
ANCHORAGE CENTER APP/DEP CON—124.5
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **SCAMMON BAY SEAPLANE** 0 N N61°50.67′ W165°34.43′ UTC−9(−8DT)
P 00 −100 04–22
SEAPLANE REMARKS—Unattended. CAUTION: Waterway condition not monitored, recommend visual inspection prior to using. Birds on waterway.
WEATHER DATA SOURCES—(ASOS 118.425 907–558–5501) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM PACZ)
ANCHORAGE CENTER APP/DEP CON—124.5
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SCAPPOOSE INDUSTRIAL AIRPARK** OR (SPB) (KSPB) 1 NE N45°46.26′ W122°51.71′ UTC−8(−7DT) **SEATTLE**
P 58 BL4, 10①, 12② H51(ASP–RFSC) 15–33 S–30, D–50, 2D–90 **H–1E**
SERVICE—S4 **FUEL**—(NC–80, 100LL, JET A) **IAP**
AIRPORT REMARKS —Attended 1600Z‡–dusk. Extensive ultralight activity on west side parallel twy. Rwy 33 slope 0.5% up N. Rwy 33 rgt tfc. PAPI Rwy 33 OTS indef. ①Rwy 15, TCH 41′, GS 3.73°. Rwy 33 TCH 40′, GS 3.0°.
WEATHER DATA SOURCES —(ASOS 135.875 503–543–6401)
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM SPB)
Ⓡ **PORTLAND APP CON**—299.2 124.35
Ⓡ **PORTLAND DEP CON**—299.2 133.0 **CLNC DEL** —121.65
RADIO AIDS TO NAVIGATION
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 256° 11.4 NM to fld. 253/21E.
ILS/DME 111.1 I–FKO Chan 48 Rwy 15. LOC only. LOC unusable byd 20° west of course.
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

APP CRS	Rwy Idg	4400
063°	TDZE	53
	Apt Elev	53

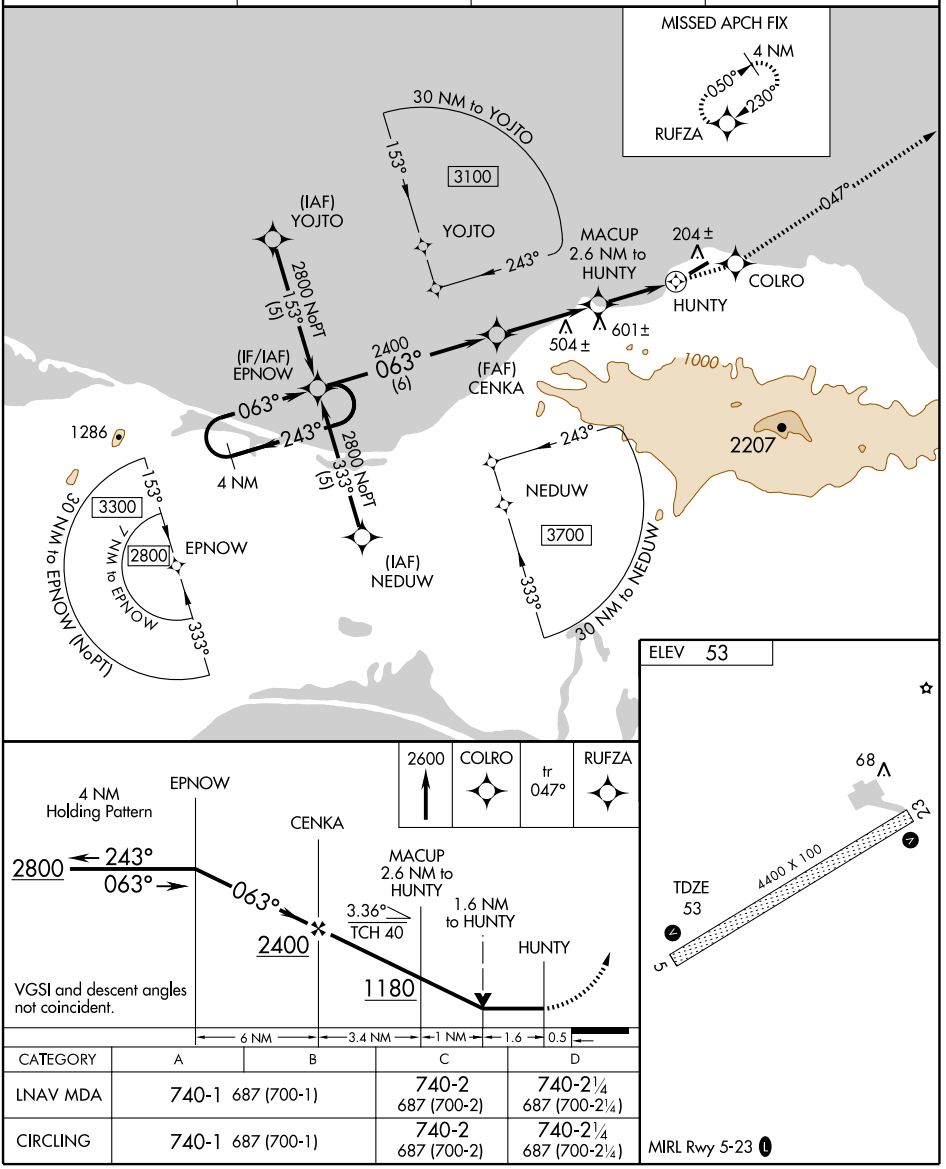
RNAV (GPS) RWY 5

SAVOONGA (SVA) (PASA)

Circling NA southeast of Rwy 5-23. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Gambell altimeter setting and increase all MDA 100 feet, and increase visibility LNAV and Circling Cat B, C, D ¼ mile. VDP NA with Gambell altimeter setting.

MISSED APPROACH: Climb to 2600 direct COLRO and on track 047° to RUFZA and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.3	132.2 281.4	122.3	122.7 L



CATEGORY	A	B	C	D
LNAV MDA	740-1 687 (700-1)		740-2 687 (700-2)	740-2¼ 687 (700-2¼)
CIRCLING	740-1 687 (700-1)		740-2 687 (700-2)	740-2¼ 687 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
230°	TDZE	52
	Apt Elev	53

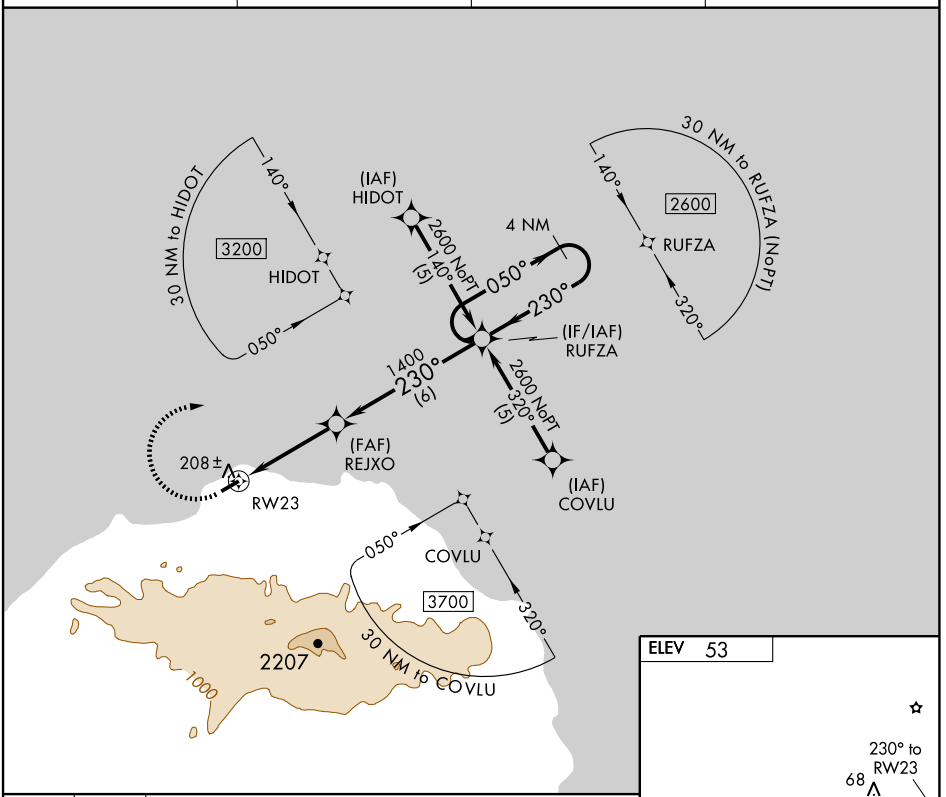
RNAV (GPS) RWY 23

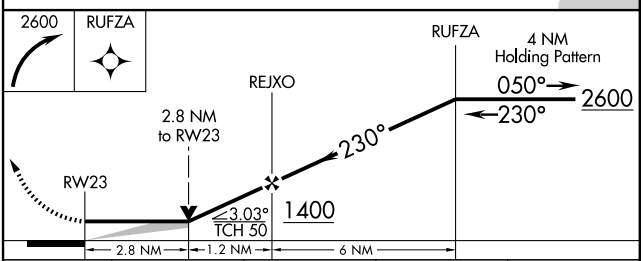
SAVOONGA (SVA) (PASA)

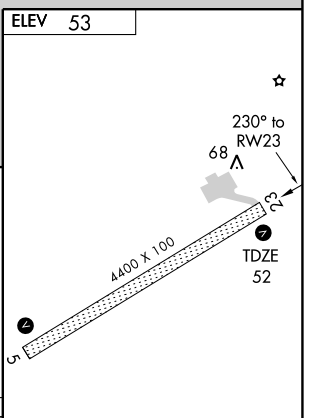
Circling NA southeast of Rwy 5-23. DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Gambell altimeter setting and increase all MDA 100 feet, and increase visibility LNAV and Circling Cats C, D ¼ mile. VDP NA with Gambell altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct RUFZA and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.3	132.2 281.4	122.3	122.7 L







CATEGORY	A	B	C	D
LNAV MDA	520-1	468 (500-1)	520-1¼ 468 (500-1¼)	520-1½ 468 (500-1½)
CIRCLING	560-1	507 (600-1)	560-1½ 507 (600-1½)	620-2 567 (600-2)

MIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME ULL	APP CRS	Rwy Idg	4400
117.3	229°	TDZE	52
Chan 120		Apt Elev	53

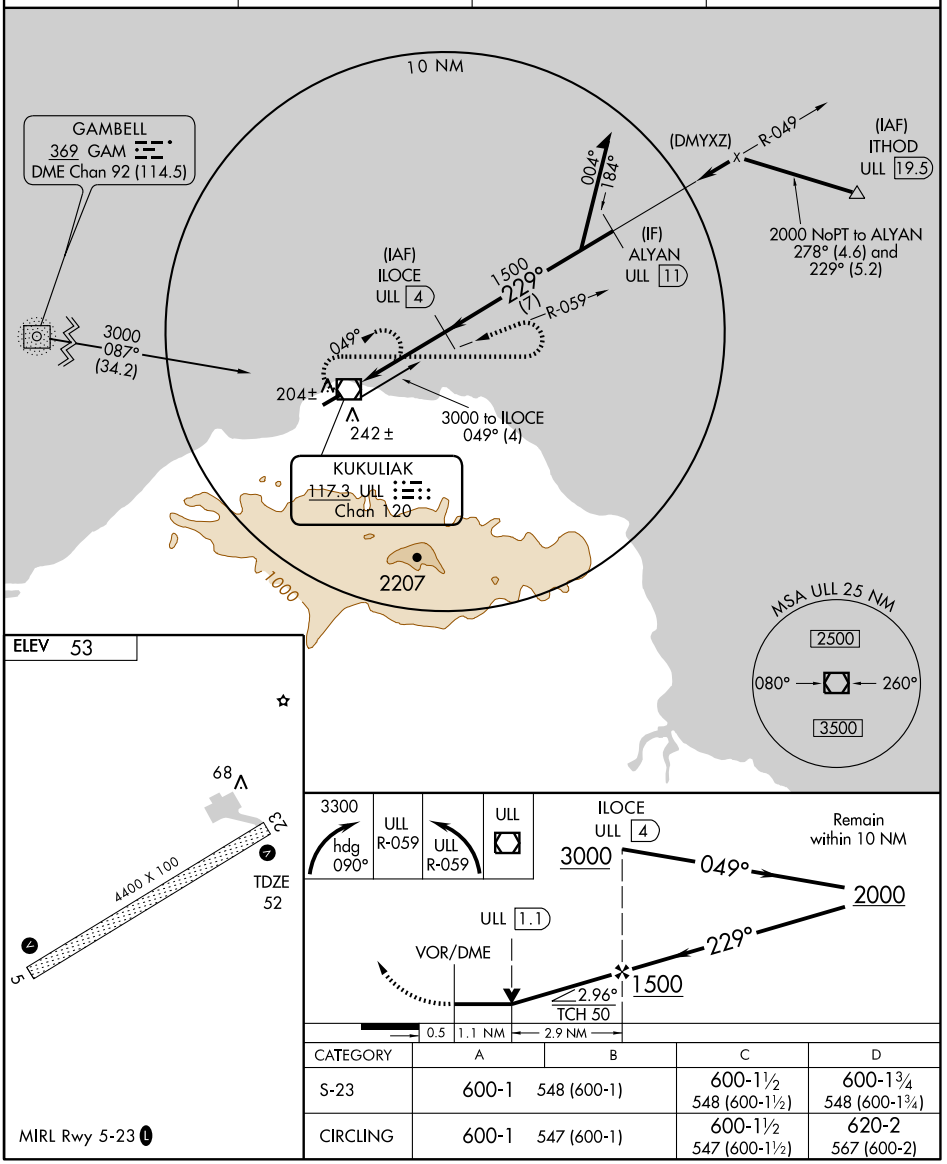
VOR/DME RWY 23

SAVOONGA (SVA) (PASA)

Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDA 100 feet, and increase S-23 Cat C-D and circling Cat C visibility ¼ mile. VDP NA with Gambell altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 via heading 090° and via ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.3	132.2 281.4	122.3	122.7 L



CATEGORY	A	B	C	D
S-23	600-1	548 (600-1)	600-1½ 548 (600-1½)	600-1¾ 548 (600-1¾)
CIRCLING	600-1	547 (600-1)	600-1½ 547 (600-1½)	620-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME ULL	APP CRS	Rwy Idg 4400
117.3	229°	TDZE 52
Chan 120		Apt Elev 53

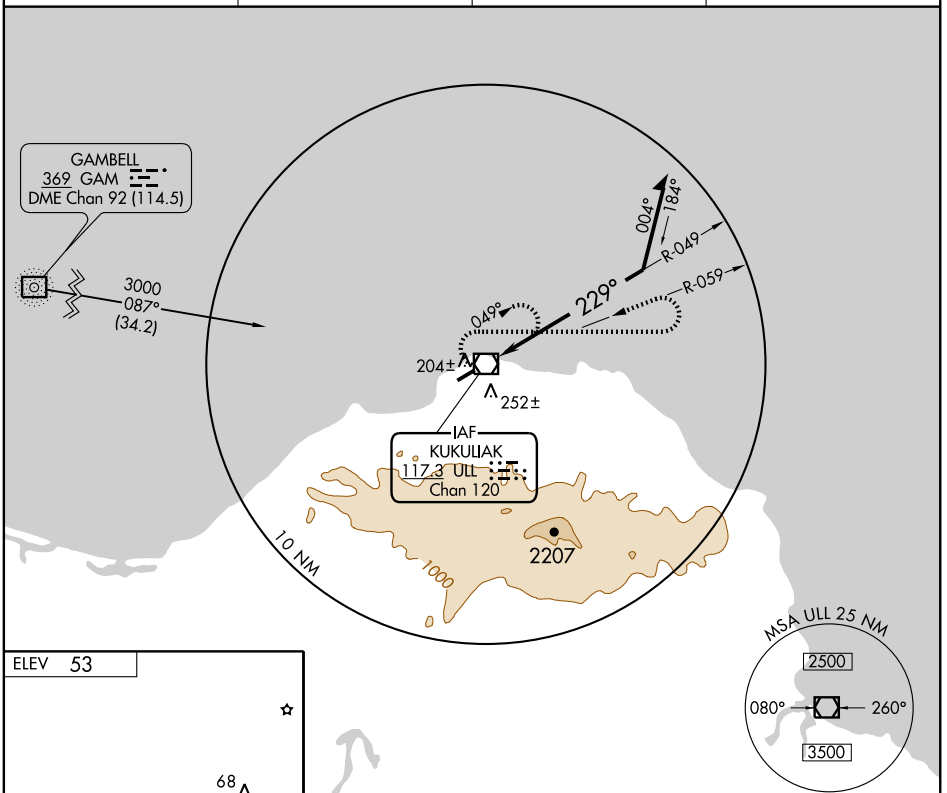
VOR RWY 23

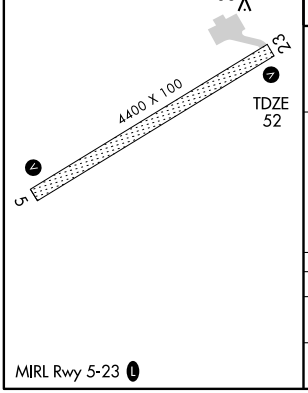
SAVOONGA (SVA) (PASA)

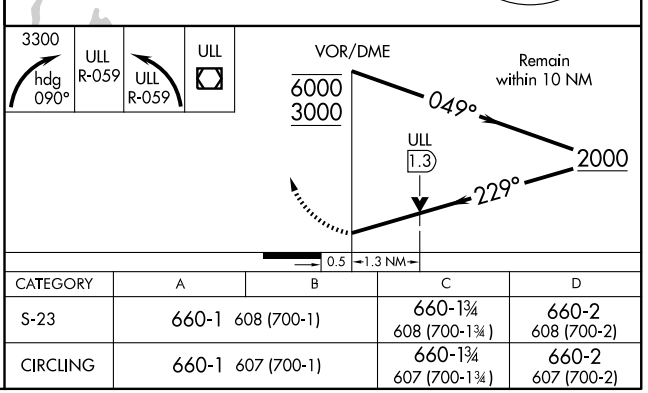
Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDA 100 feet, and increase S-23 Cat C-D and Circling Cat C-D visibility ¼ mile. VDP NA with Gambell altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 via heading 090° and ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.3	132.2 281.4	122.3	122.7 L





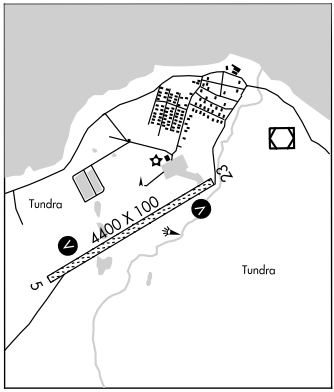


CATEGORY	A	B	C	D
S-23	660-1 608 (700-1)		660-1¾ 608 (700-1¾)	660-2 608 (700-2)
CIRCLING	660-1 607 (700-1)		660-1¾ 607 (700-1¾)	660-2 607 (700-2)

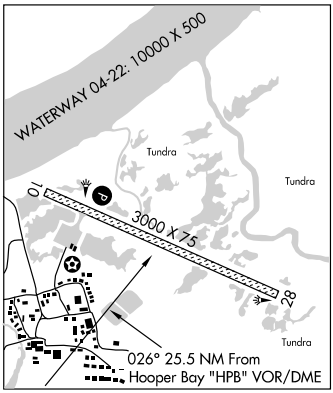
AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **SAVOONGA** (SVA) (PASA) 2 S N63°41.15′ W170°29.80′ UTC−9(−8DT) **BETHEL**
P 53 BL4, 9 ① 44(GVL) 05–23 **H–1A, 2I, L–3B, 4H**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspections prior to landing. Rocks up to 5″ on sides of landing surface. S edge safety area used as a road, is rough and rutted. Rwy 05–23 marked with thld panels, Rwy 05 has orange drums generally aligned with rwy centerline and extend 2500′ SW. Rwy 23 rgt tfc. ACTIVATE MIRL Rwy 05–23 and VASI Rwy 05 and Rwy 23—CTAF. ①Rwy 05, TCH 29′. GS 3.0°. Rwy 23, TCH 39′. GS 3.0°.
WEATHER DATA SOURCES —(AWOS–3 121.3 907–984–6429) (WX CAM).
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM SVA OT CTC FAIRBANKS FAI)
RCO —122.3 (NOME FSS)
ANCHORAGE CENTER APP/DEP CON—281.4 132.2
RADIO AIDS TO NAVIGATION
KUKULIAK (H) VORW/DME 117.3 ULL Chan 120 N63°41.54′ W170°28.20′ At Fld.380/10E.
VOR/DME unusable:
090°–110° byd 30 NM blw 5000′
110°–140° byd 14 NM blw 8000′
140°–180° byd 14 NM blw 11,500′
180°–225° byd 20 NM blw 8500′
RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **SCAMMON BAY** (SCM) (PACM) 0 N N61°50.67′ W165°34.42′ UTC−9(−8DT) **BETHEL**
P 14 BL4, 12 ① 30(DIRT) 10–28 **L–3B**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Birds on rwy. Road used to cross rwy to river. Be Alert: Gusty crosswinds common. Rwy edges soft and sloughing towards tundra. Rwy 28 safety area soft and contains large rocks, only 75′ usable. Rwy 10–28 soft during breakup, after rains and during extreme high tides. Wind indicators unreliable. Rwy 28 rgt tfc. Rwy 10 marked with cones and reflective thld panels. Rwy 10 thld panels damaged and missing. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and rotating bcn—CTAF. ① Rwy 10, TCH 25′. GS 3.0°.
WEATHER DATA SOURCES—(ASOS 118.425 907–558–5501) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM SCM)
ANCHORAGE CENTER APP/DEP CON—124.5
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

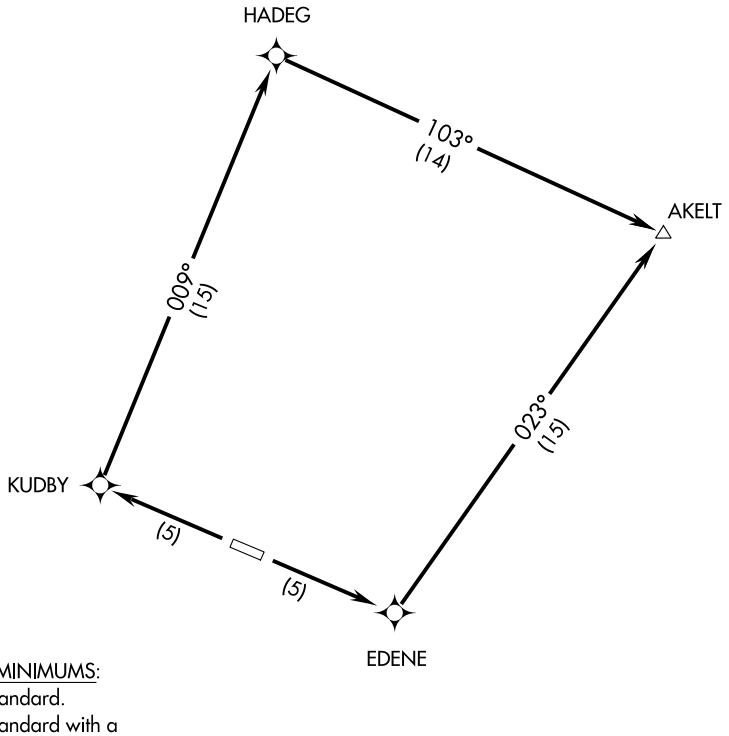


§ **SCAMMON BAY SEAPLANE** 0 N N61°50.67′ W165°34.43′ UTC−9(−8DT)
P 00 −100 04–22
SEAPLANE REMARKS—Unattended. CAUTION: Waterway condition not monitored, recommend visual inspection prior to using. Birds on waterway.
WEATHER DATA SOURCES—(ASOS 118.425 907–558–5501) (WX CAM).
COMMUNICATIONS—(CTAF/UNICOM 123.0) (TIE–IN FSS KENAI ENA–NOTAM PACZ)
ANCHORAGE CENTER APP/DEP CON—124.5
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SCAPPOOSE INDUSTRIAL AIRPARK** OR (SPB) (KSPB) 1 NE N45°46.26′ W122°51.71′ UTC−8(−7DT) **SEATTLE**
P 58 BL4, 10①, 12② H51(ASP–RFSC) 15–33 S–30, D–50, 2D–90 **H–1E**
SERVICE—S4 **FUEL**—(NC–80, 100LL, JET A) **IAP**
AIRPORT REMARKS —Attended 1600Z‡–dusk. Extensive ultralight activity on west side parallel twy. Rwy 33 slope 0.5% up N. Rwy 33 rgt tfc. PAPI Rwy 33 OTS indef. ①Rwy 15, TCH 41′, GS 3.73°. Rwy 33 TCH 40′, GS 3.0°.
WEATHER DATA SOURCES —(ASOS 135.875 503–543–6401)
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS MCMINNVILLE MMV–NOTAM SPB)
Ⓡ **PORTLAND APP CON**—299.2 124.35
Ⓡ **PORTLAND DEP CON**—299.2 133.0 **CLNC DEL** —121.65
RADIO AIDS TO NAVIGATION
BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 256° 11.4 NM to fld. 253/21E.
ILS/DME 111.1 I–FKO Chan 48 Rwy 15. LOC only. LOC unusable byd 20° west of course.
RADIO/NAV/WEATHER REMARKS —For a toll free call to McMinnville FSS dial 1–800–WX–BRIEF.

AKELT ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.5 226.8
CTAF 123.0



TAKE-OFF MINIMUMS:
Rwy 28: Standard.
Rwy 10: Standard with a minimum climb of 590 feet per NM to 1300'.

TAKE-OFF OBSTACLE NOTES:
Rwy 10: Bushes beginning 1.27 NM from DER, 546' left of centerline, up to 15' AGL/322' MSL.
Bush 1.49 NM from DER, 2163' right of centerline, 15' AGL/464' MSL.

NOTE: GPS Required.
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb to 4000 or ATC assigned higher altitude direct EDENE and via track 023° to AKELT.
TAKE-OFF RUNWAY 28: Climb to 4000 or ATC assigned higher altitude direct KUDBY and via track 009° to HADEG, and right turn via track 103° to AKELT.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
138°	TDZE	N/A
	Apt Elev	14

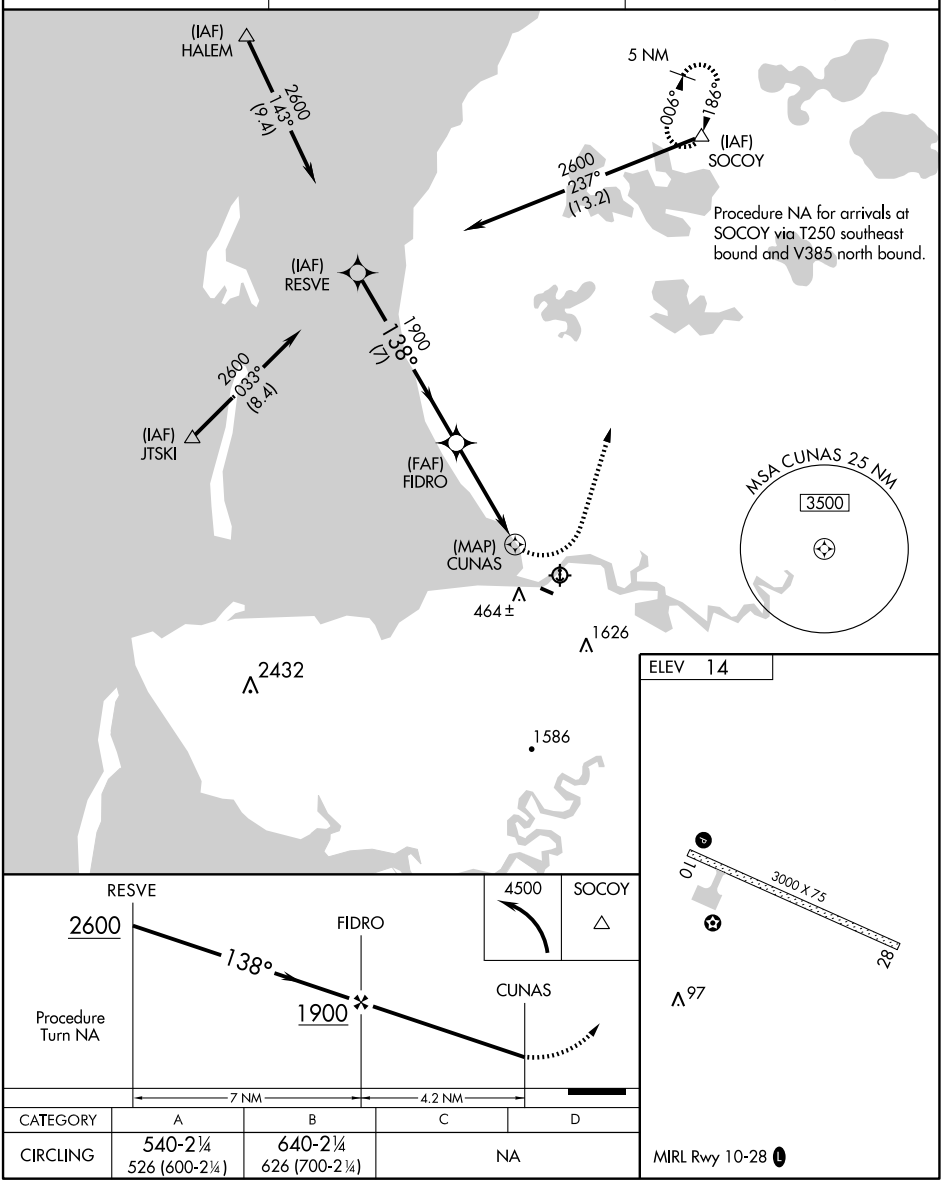
RNAV (GPS)-B

SCAMMON BAY (SCM) (PACM)

Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing left turn to 4500 direct SOCOY and hold, continue climb-in-hold to 4500.

ASOS	ANCHORAGE CENTER	UNICOM
118.425	124.5 226.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	540-2¼ 526 (600-2¼)	640-2¼ 626 (700-2¼)	NA	

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
101°	TDZE	14
	Apt Elev	14

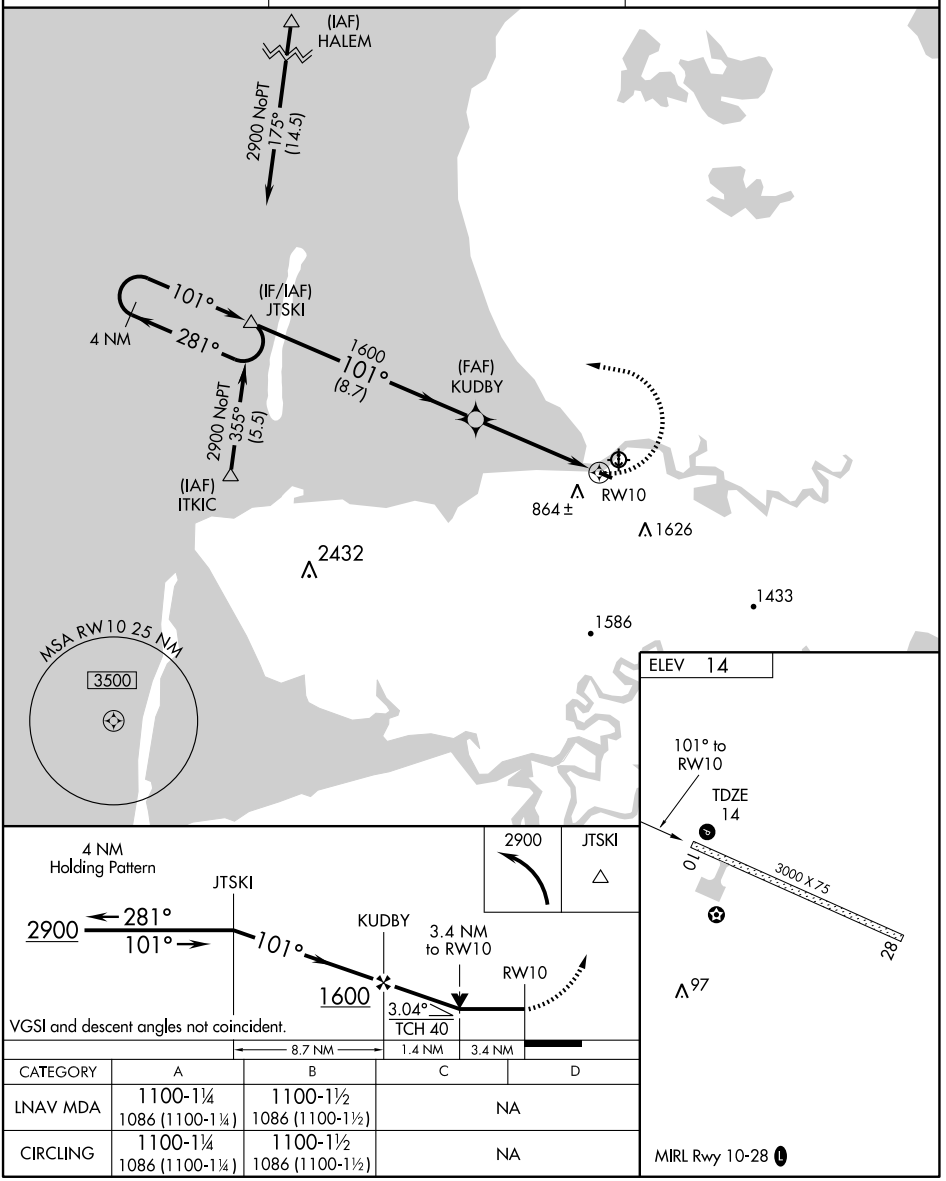
RNAV (GPS) RWY 10

SCAMMON BAY (SCM) (PACM)

Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing left turn to 2900 direct JTSKI and hold.

ASOS	ANCHORAGE CENTER	UNICOM
118.425	124.5 226.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	NA	
CIRCLING	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	NA	

MIRL Rwy 10-28 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

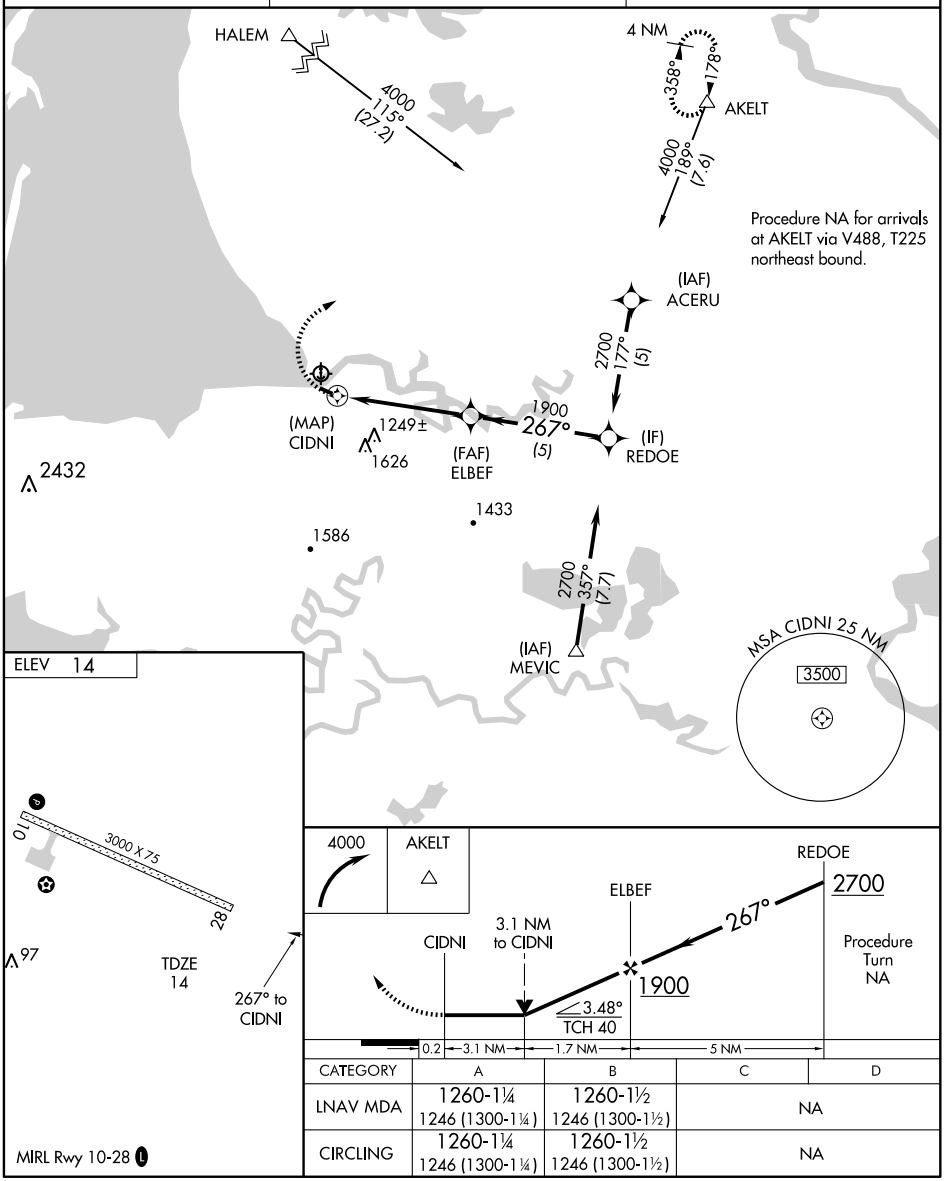
APP CRS	Rwy Idg	3000
267°	TDZE	14
	Apt Elev	14

RNAV (GPS) RWY 28
SCAMMON BAY (SCM) (PACM)

Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not recieved, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing right turn to 4000 direct AKELT and hold.

ASOS	ANCHORAGE CENTER	UNICOM
118.425	124.5 226.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 1246 (1300-1¼)	1260-1½ 1246 (1300-1½)	NA	
CIRCLING	1260-1¼ 1246 (1300-1¼)	1260-1½ 1246 (1300-1½)	NA	

MIRL Rwy 10-28 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

CONTINUED FROM PRECEDING PAGE

ILS/DME 110.75 I–BEJ Chan 44(Y) Rwy 34L. Class IIE.
ILS/DME 110.75 I–CJL Chan 44(Y) Rwy 16R. Class IIIE.
ILS/DME 110.3 I–SEA Chan 40 Rwy 34R. Class IID. DME also serves ILS Rwy 16L.
ILS/DME 111.7 I–SZI Chan 54 Rwy 16C. Class IIIE. DME also serves ILS Rwy 34C. LOC frontcourse unusable byd 10 NM, blo 2,500′.
ILS/DME 110.3 I–SNQ Chan 40 Rwy 16L. Class IIIE. Localizer unusable byd 15° left of course, byd 14 NM blo 3,000′. DME also serves ILS Rwy 34R.
ILS/DME 111.7 I–TUC Chan 54 Rwy 34C. Class IIE. DME also serves ILS Rwy 16C.
RADIO/NAV/WEATHER REMARKS —TF to Seattle FSS dial 1–800–WX–BRIEF. Possible Rwy 16L GS fluctuation on final when weather is 800/2 or better. Possible Rwy 16L GS fluction prior to DGLAS when weather is less than 800/2.

SECLUDED LAKE (See TALKEETNA)

SELAWIK

ROLAND NORTON MEM AIRSTRIP (8AK3) 12 S N66°45.96′ W160°09.17′ UTC−9(−8DT) NOME L–4I

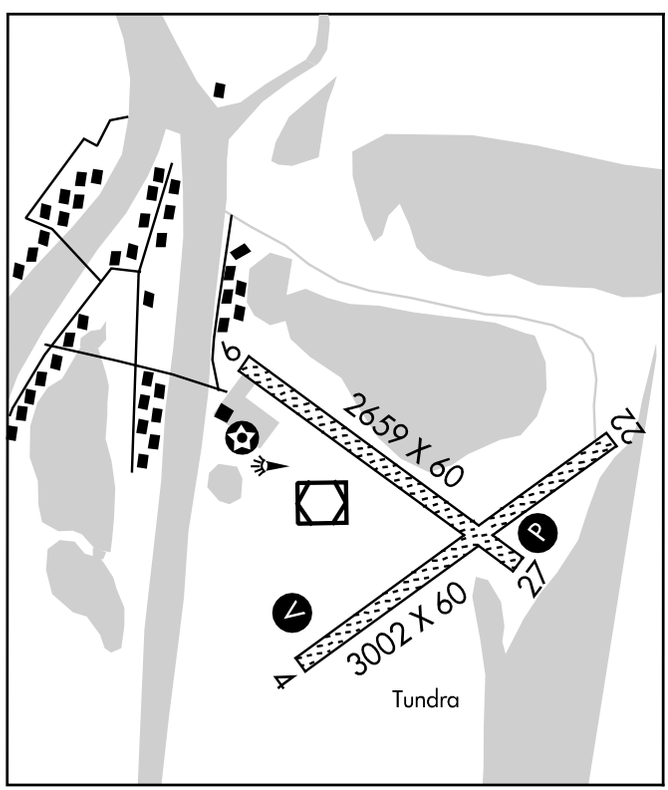
PVT 360 30(GVL) 02–20

AIRPORT REMARKS —Unattended. Rwy slopes downhill at 3% toward W. Rwy condition not monitored; recommend visual inspection prior to landing. Rwys marked with red and white 55 gallon drums.
COMMUNICATIONS—(TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡ OT CTC FAIRBANKS FAI)
RADIO/NAV/WEATHER REMARKS—For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ SELAWIK (WLK) (PASK) 0 E N66°36.01′ W159°59.15′ UTC−9(−8 DT) NOME L–4I IAP

P 17 BL4, 9 ①, 10②, 12③ 30(GVL) 04–22 09–27

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 09–27 and Rwy 04–22, REIL Rwy 09, Rwy 27, Rwy 04 and Rwy 22, and VASI Rwy 04 and PAPI Rwy 27 and rot bcn—CTAF. ①Rwy 04, TCH 25′. GA 3.0°. ②Rwy 04, Rwy 09, Rwy 22 and Rwy 27. ③Rwy 27, TCH 25′. GA 3.0°.
WEATHER DATA SOURCES —(AWOS–3 135.65 907–484–2107) (TWEB WLK 114.2)
COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM WLK OT CTC FAIRBANKS FAI)
RCO—122.5 (KOTZEBUE FSS)
ANCHORAGE CENTER APP/DEP CON —263.0 119.2
RADIO AIDS TO NAVIGATION
(H)VORW/DME 114.2 WLK Chan 89 N66°35.97′ W159°59.45′ At Fld.11/16E. **TWEB.**
RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



APP CRS	Rwy Idg	3002
037°	TDZE	17
	Apt Elev	17

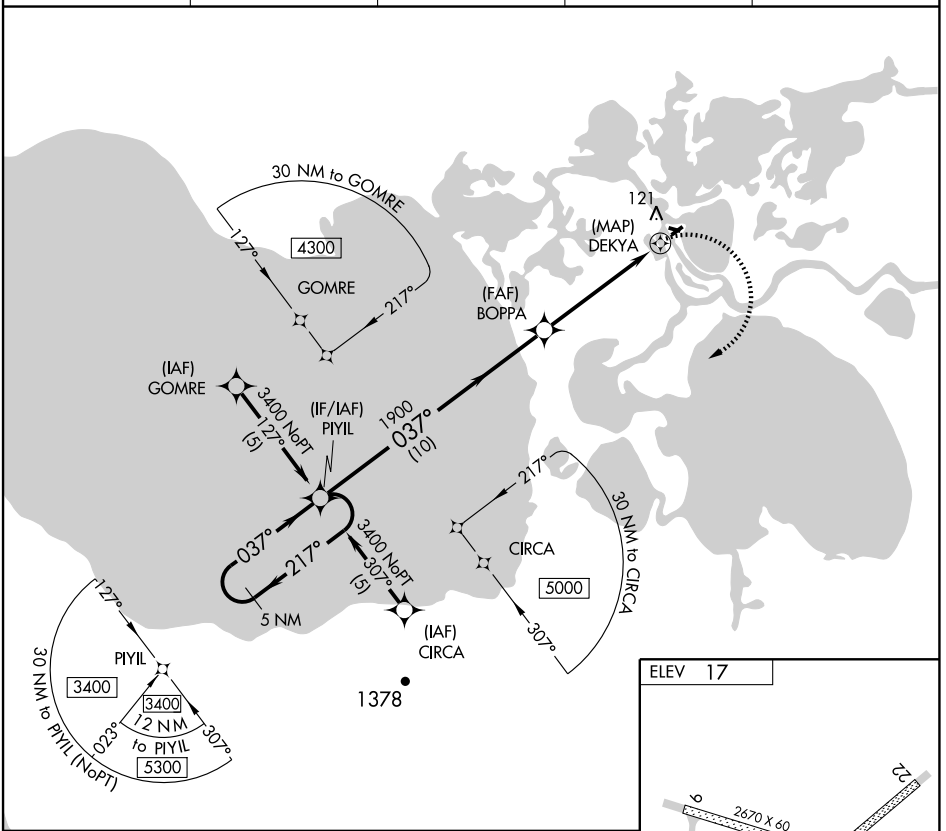
RNAV (GPS) RWY 4

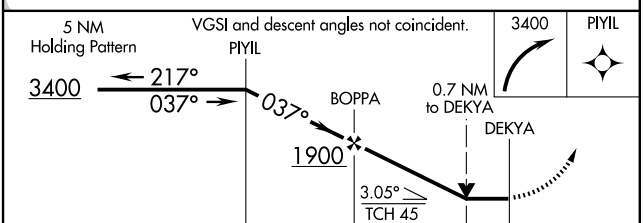
SELAWIK (WLK) (PASK)

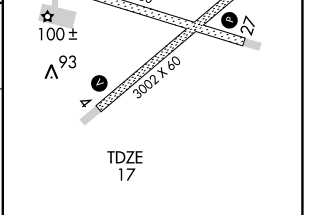
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting

MISSED APPROACH: Climbing right turn to 3400 direct PIYIL and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 (L) *	122.5 (L) *







CATEGORY	A	B	C	D
LNAV MDA	420-1 403 (500-1)		420-1¼ 403 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwys 9-27 and 4-22 (L)
REIL Rwys 4, 9, 22 and 27 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

SELAWIK (WLK) (PASK)

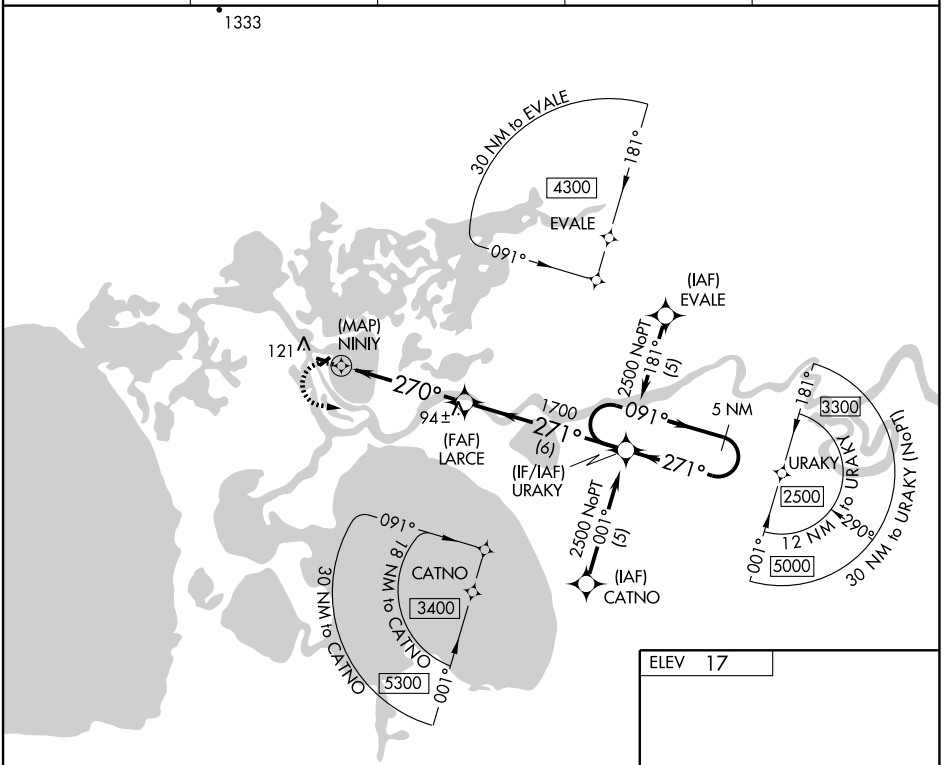
APP CRS	Rwy Idg	2670
270°	TDZE	15
	Apt Elev	17

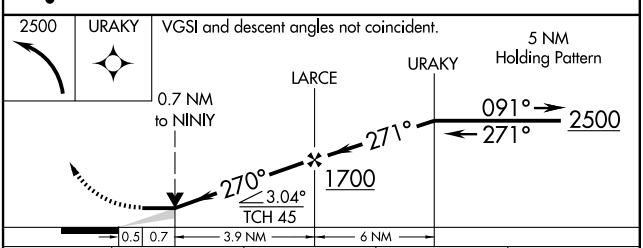
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct URAKY and hold.

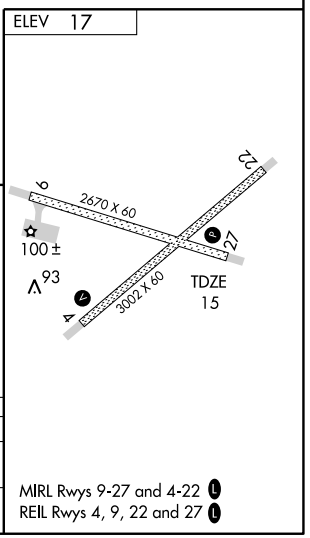
AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 (L)*	122.5 (L)*

AK, 23 SEP 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)



MIRL Rwys 9-27 and 4-22 (L)
REIL Rwys 4, 9, 22 and 27 (L)

RNAV (GPS) Y RWY 22

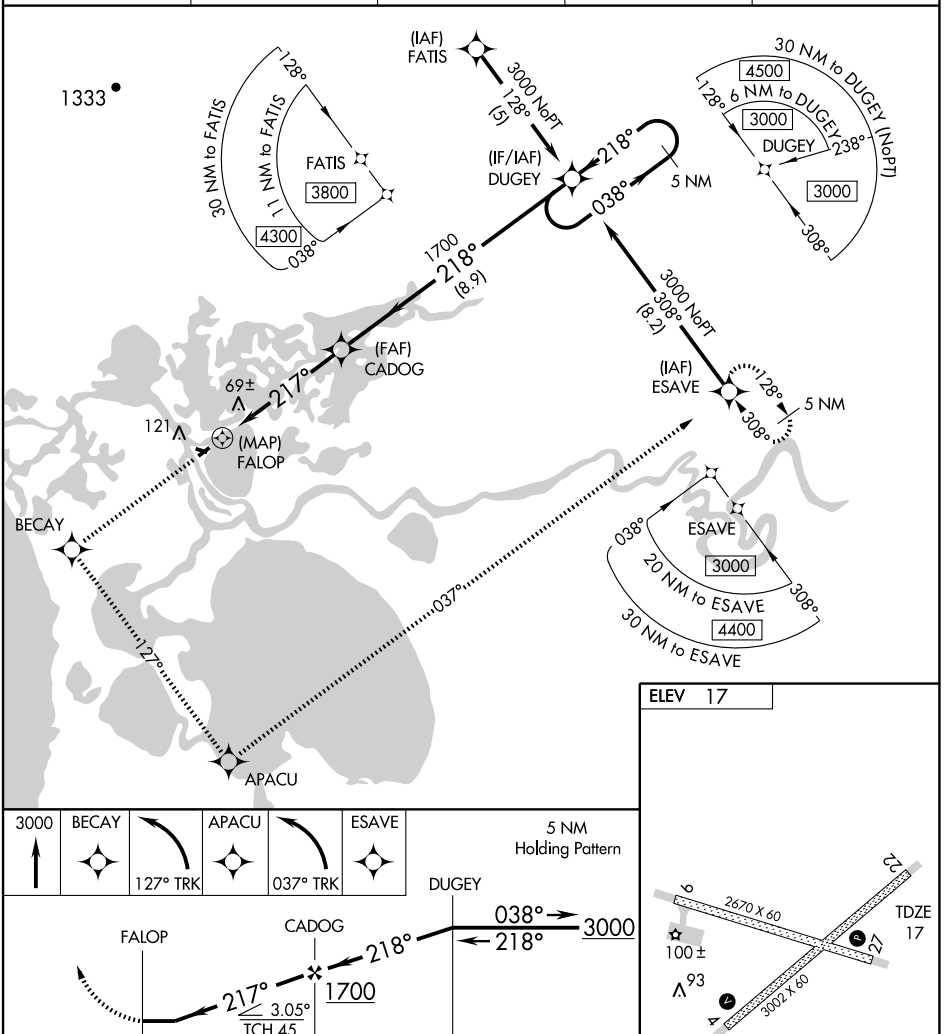
SELAWIK (WLK) (PASK)

APP CRS	Rwy Idg	3002
217°	TDZE	17
	Apt Elev	17

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 (L) ★	122.5 (L) ★



3000	BECAY	127° TRK	APACU	037° TRK	ESAVE

5 NM Holding Pattern

ELEV 17

CATEGORY	A	B	C	D
LNAV MDA	320-1 303 (400-1)			
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwys 9-27 and 4-22 (L)
REIL Rwys 4, 9, 22 and 27 (L)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 22

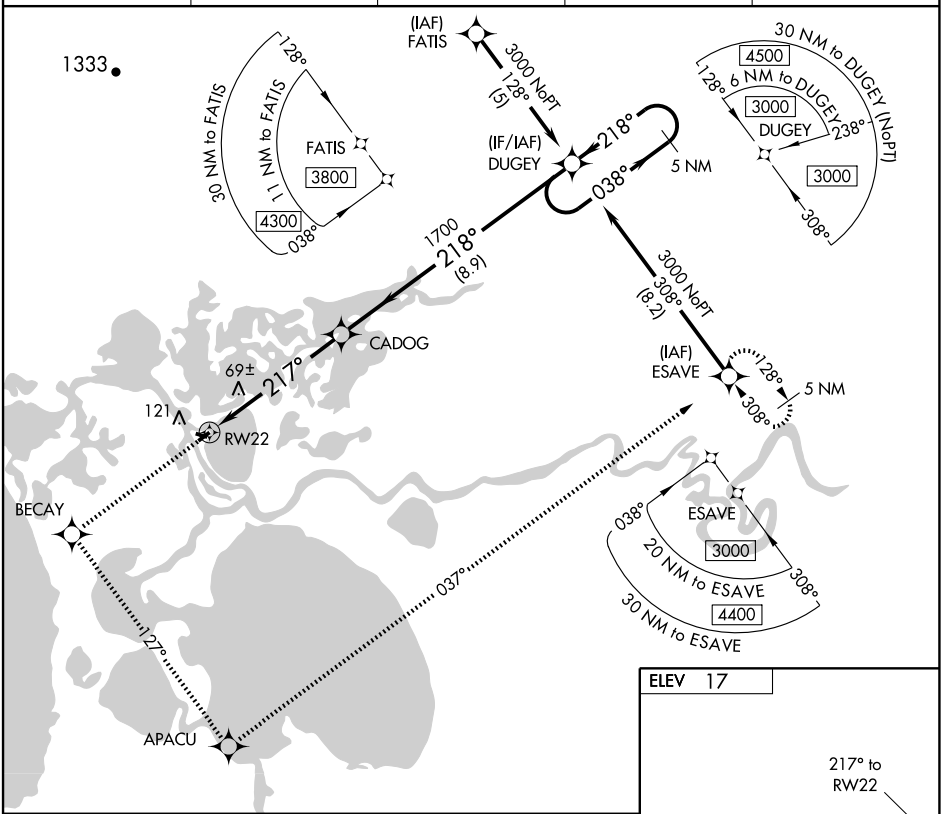
SELAWIK (WLK) (PASK)

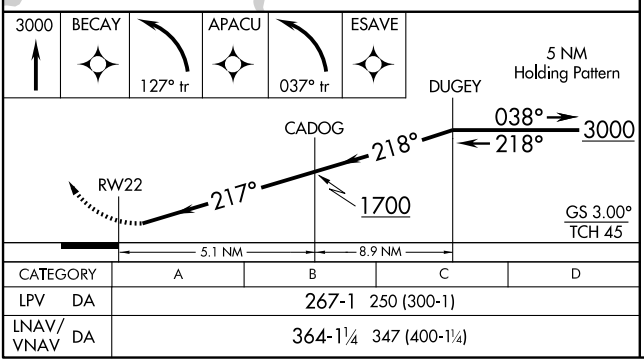
WAAS CH 40404 W22A	APP CRS 217°	Rwy Idg 3002 / TDZE 17 / Apt Elev 17

▼ ▲ Baro-VNAV NA when using Kotzebue altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kotzebue altimeter setting and increase all DA 160 feet and increase all visibility ½ mile.

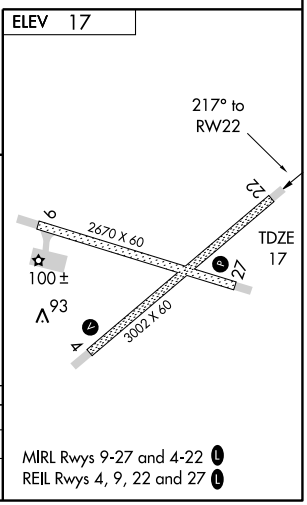
MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037°track to ESAVE and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 L ★	122.5 L ★





CATEGORY	A	B	C	D
LPV DA	267-1 250 (300-1)			
LNAV/VNAV DA	364-1¼ 347 (400-1¼)			



MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME WLK 114.2 Chan 89	APP CRS 029°	Rwy Idg 3002 TDZE 17 Apt Elev 17

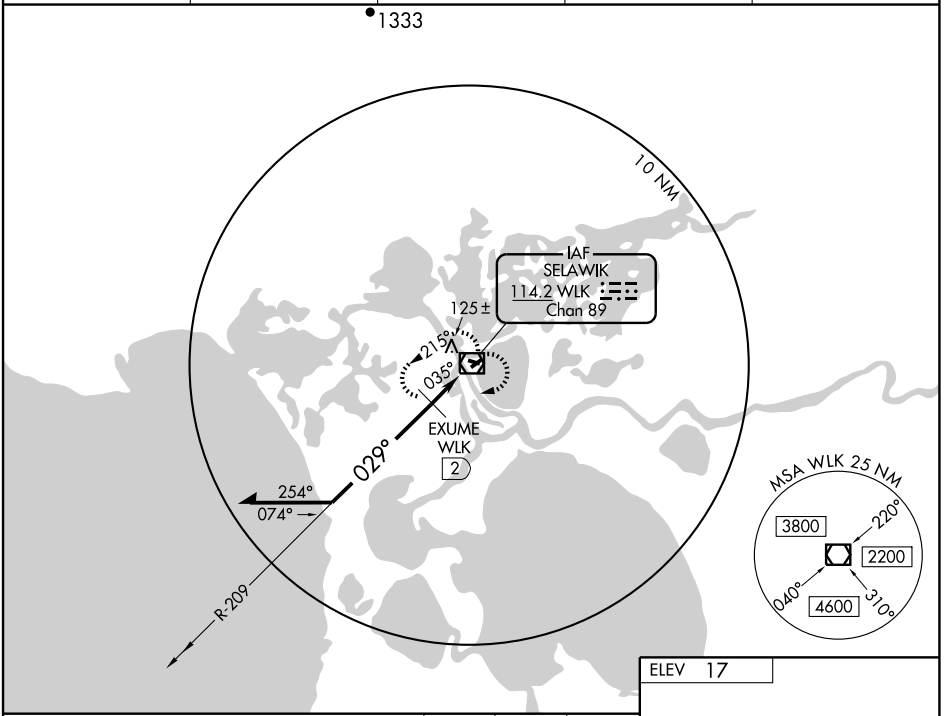
VOR RWY 4

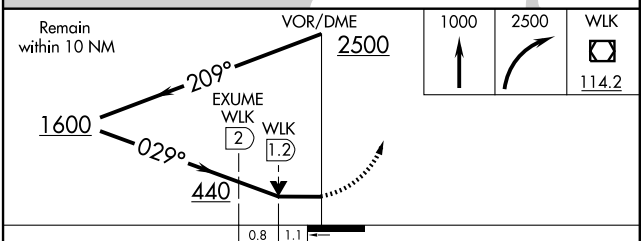
SELAWIK (WLK) (PASK)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

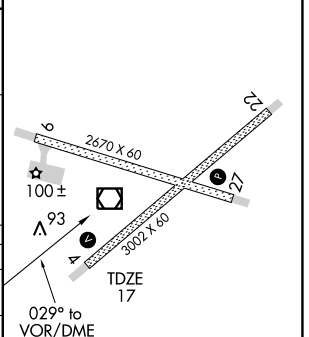
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct in WLK VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 (L) *	122.5 (L) *





CATEGORY	A	B	C	D
S-4	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)
EXUME FIX MINIMUMS				
S-4	380-1 363 (400-1)			380-1¼ 363 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)



MIRL Rwys 9-27 and 4-22 (L)
REIL Rwys 4, 9, 22 and 27 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

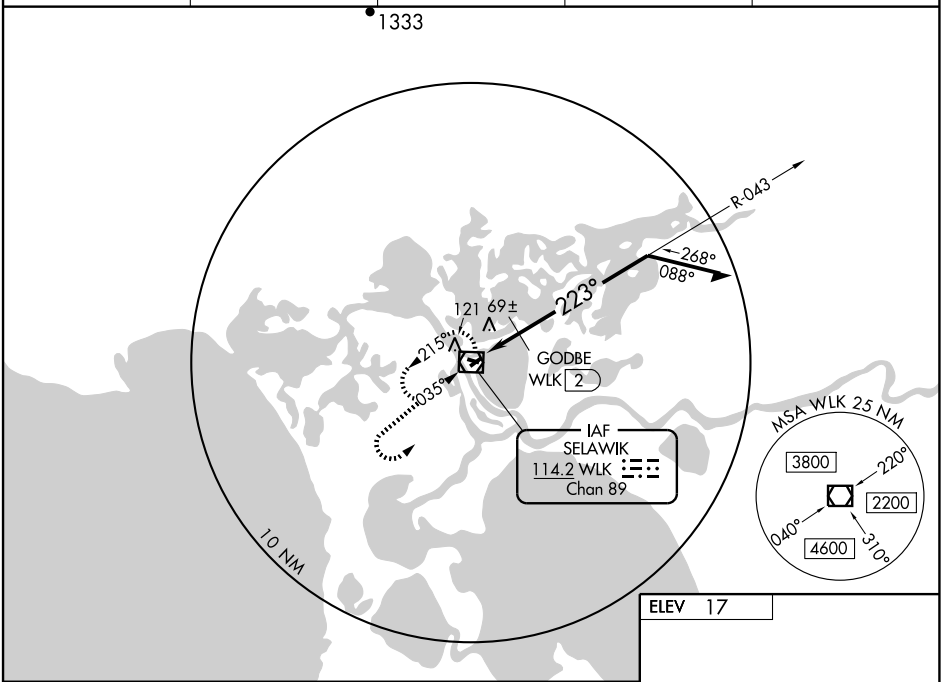
VOR/DME WLK 114.2 Chan 89	APP CRS 223°	Rwy Idg 3002 TDZE 17 Apt Elev 17

VOR RWY 22
SELAWIK (WLK) (PASK)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet.

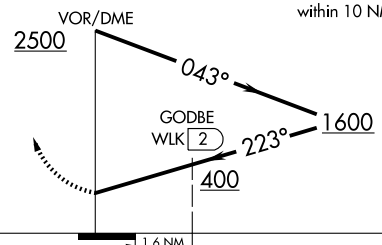
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

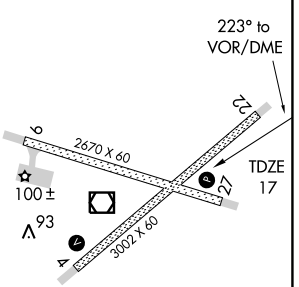
AWOS-3 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.50	CTAF 122.7 L ★	122.5 L ★



ELEV 17

1000	2500	WLK 114.2





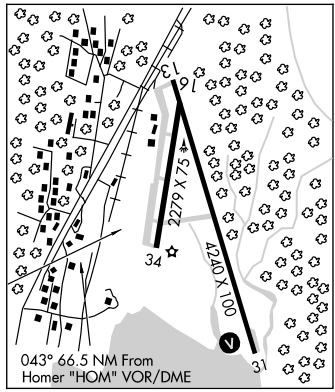
CATEGORY	A	B	C	D
S-22	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)
GODBE FIX MINIMUMS				
S-22	340-1 323 (400-1)			
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **SEWARD** (SWD) (PAWD) 2 NE N60°07.2′ W149°25.13′ UTC−9(−8DT) **ANCHORAGE**
P 22 BL4, 9 ① H42(ASP) 13–31, 16–34 **H–1B, 2K, L–1A, 3D, 4G**
FUEL —(NC–100LL, JET A)

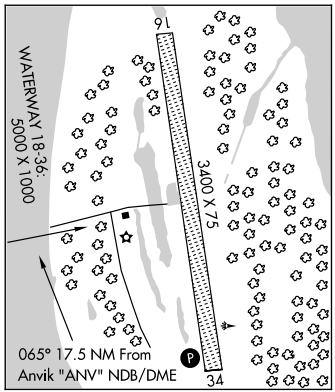
AIRPORT REMARKS —Unattended. Flocks of migrating birds within 10 NM radius of arpt spring thru fall. State maintained on irregular basis. Recommend visual inspection prior to landing due to river flooding Sep–Oct. Four inch dip 15′ wide 400′ from North thld Rwy 16–34 during winter months. Rwy 13, 4″ in mound 20′ rgt of centerline 400′ byd dsplcd thld. Heavy acft restricted to North taxiway and North 400′ of apron. Recommended procedures in effect yearly May 1 thru Sep 15 to avoid seasonal use heliport located 1 NM SSW of arpt: TPA fixed wing 1000′ AGL. Rwys 31 and 34 arrivals maintain at least 800′ AGL until turning final. Rwys 13 and 16 departures climb straight ahead to at least 800′ AGL before turning westbound. The thld lighting Rwy 31 is partially obscured by grass, as is some of the twy lighting. ACTIVATE VASI Rwy 31 and MIRL Rwy 13–31—CTAF. VASI alignment offset 5° clockwise from rwy centerline, unusable beyond 4 miles. ①Rwy 31, TCH 26′. GS 3.0°.



WEATHER DATA SOURCES —(ASOS 135.2 907–224–2440) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM SWD)
RCO —122.6 (KENAI FSS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SHAGELUK** (SHX) (PAHX) 1 N N62°41.54′ W159°34.15′ UTC−9(−8DT) **McGRATH**
P 79 BL4, 5, 10②, 12① 34(GVL) 16–34 **L–3C**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend, visual inspection prior to landing. Floods during breakup, may be soft after heavy rain. ACTIVATE MIRL Rwy 16–34, PAPI and REIL Rwy 34—CTAF. ①Rwy 34. GA 3.0°. TCH 25′. ②Rwy 34.



COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANV)
ANCHORAGE CENTER APP/DEP CON—335.5 135.7
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SHAGELUK SEAPLANE** 1 N N62°41.54′ W159°34.15′ UTC−9(−8DT)
P 79 B–50 18W–36W
SEAPLANE REMARKS —Unattended.
COMMUNICATIONS—CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM ANV)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

WAAS	APP CRS	Rwy Idg	3400
CH 45610	165°	TDZE	79
W16A		Apt Elev	79

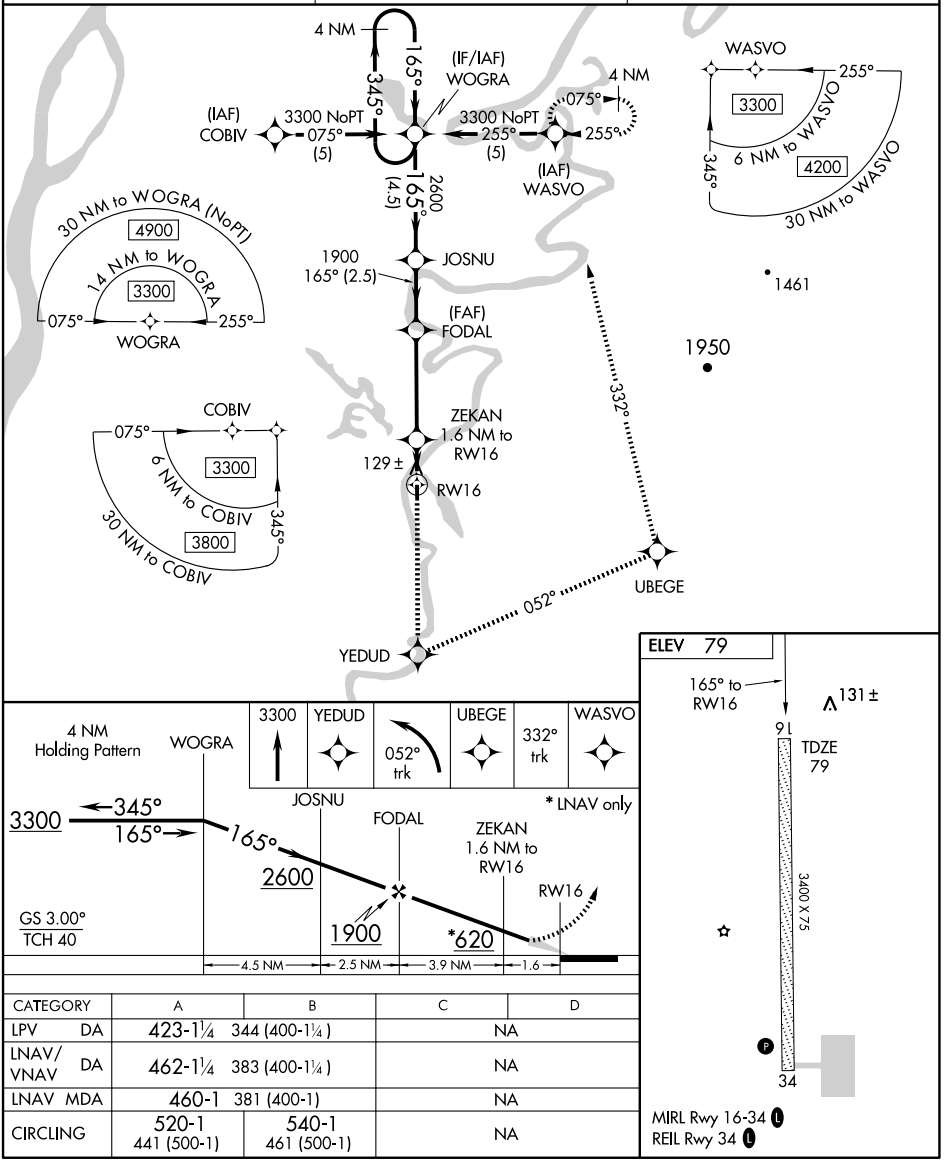
RNAV (GPS) RWY 16

SHAGELUK (SHX)

Baro-VNAV NA.
NA DME/DME RNP-0.3 NA.
Use Anvik altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 3300 direct YEDUD and left turn via 052° track to UBEGE and via 332° track to WASVO and hold.

ANVIK AWOS	ANCHORAGE CENTER	UNICOM
133.550	135.7 335.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	423-1¼ 344 (400-1¼)		NA	
LNAV/VNAV DA	462-1¼ 383 (400-1¼)		NA	
LNAV MDA	460-1 381 (400-1)		NA	
CIRCLING	520-1 441 (500-1)	540-1 461 (500-1)	NA	

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3400
345°	TDZE	79
	Apt Elev	79

RNAV (GPS) RWY 34

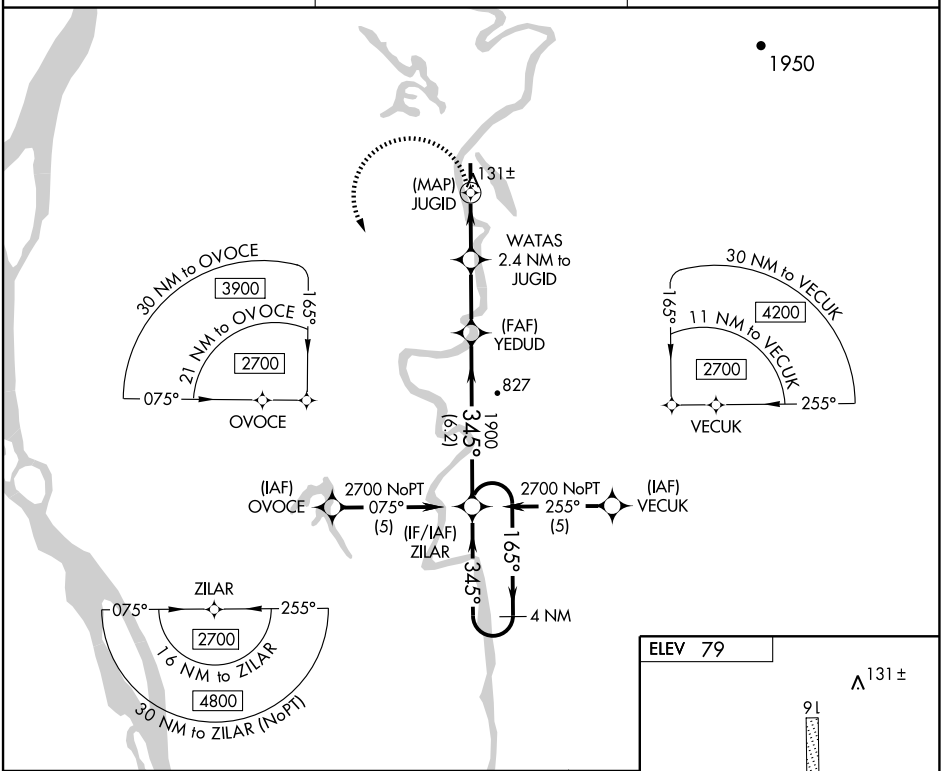
SHAGELUK (SHX)

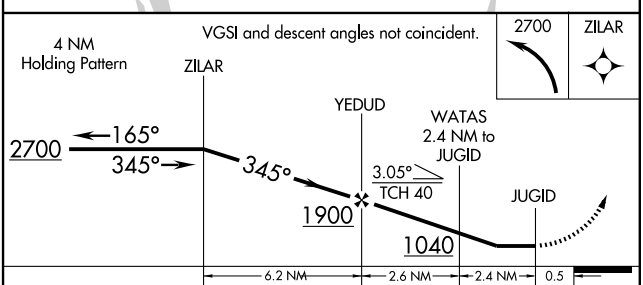
T A NA

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Use Anvik altimeter setting; when not received, procedure NA.

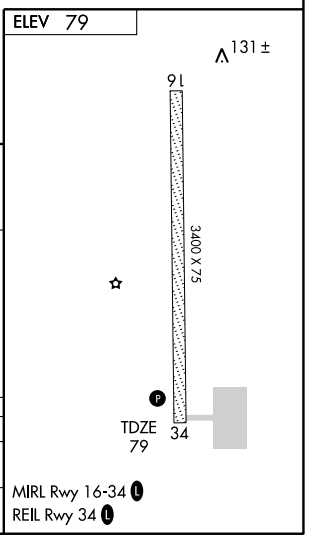
MISSED APPROACH: Climbing left turn to 2700 direct ZILAR and hold.

ANVIK AWOS	ANCHORAGE CENTER	UNICOM
133.550	135.7 335.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 401 (500-1)		NA	
CIRCLING	520-1 441 (500-1)	540-1 461 (500-1)	NA	



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **SHAKTOOLIK** (2C7) (PFSH) 1 NW N64°22.27′ W161°13.44′ UTC−9(−8DT) **NOME**

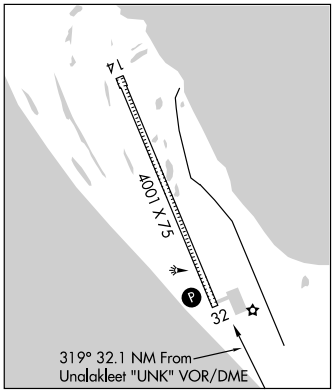
P 24 B4, 10, 12① 40(GVL) 14–32 **H–1A, 2J, L–3C, 4I**

AIRPORT REMARKS —Unattended. Be Alert: Old abandoned rwy not marked clsd. Rwy condition not monitored, recommend visual inspection prior to landing. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 32 and REIL Rwy 32—CTAF. ①Rwy 32, TCH 25′. GS 3.0°. **IAP**

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)

ANCHORAGE CENTER APP/DEP CON —335.5 135.7

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a lcl call to Nome FSS dial 443–2291.



SHANNONS POND SEAPLANE (See DILLINGHAM)

§ **SHEEP MOUNTAIN** (SMU) (PASP) 0 W N61°48.72′ W147°30.42′ UTC−9(−8DT) **ANCHORAGE**

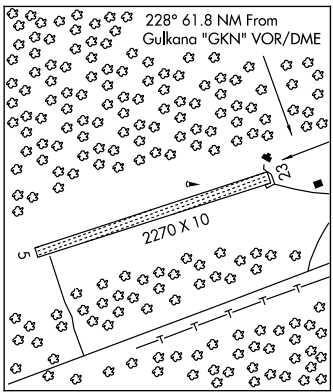
P 2750 23(GVL–DIRT) 05–23

AIRPORT REMARKS —Unattended. CAUTION: Rwy conditions not monitored, recommend visual inspection prior to using. No state maintenance performed on rwy. Rwy subject to turbulent winds, no maint. Vehicles may be on rwy. Rwy 05–23 overgrown with 3′ weeds.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA–NOTAM SMU)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



WAAS	APP CRS	Rwy Idg	4001
CH 63013	143°	TDZE	21
W14A		Apt Elev	24

RNAV (GPS) RWY 14

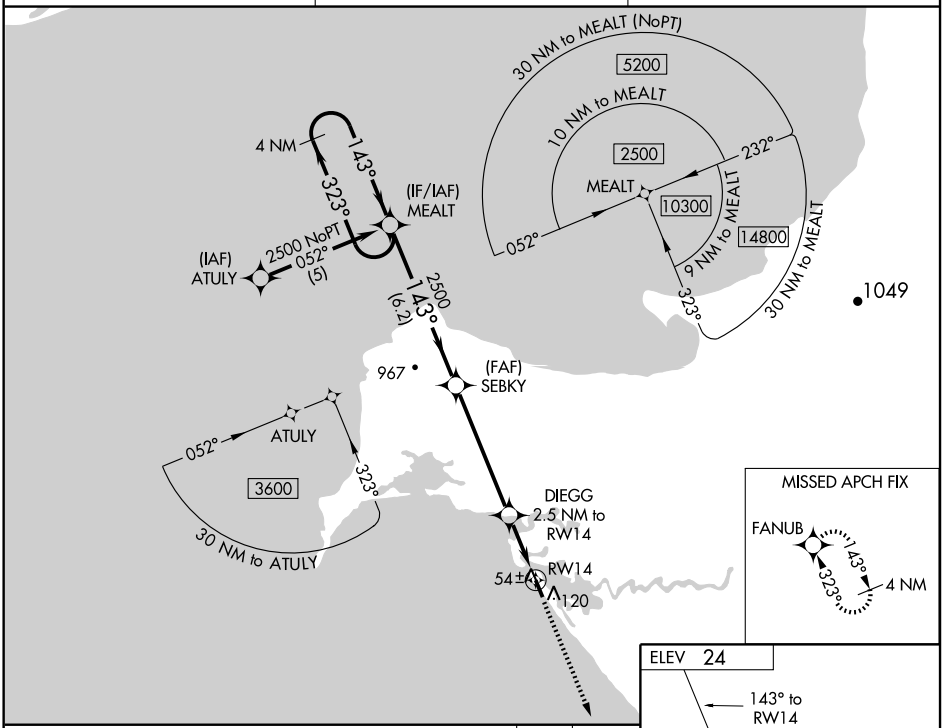
SHAKTOOLIK (2C7) (PFSH)

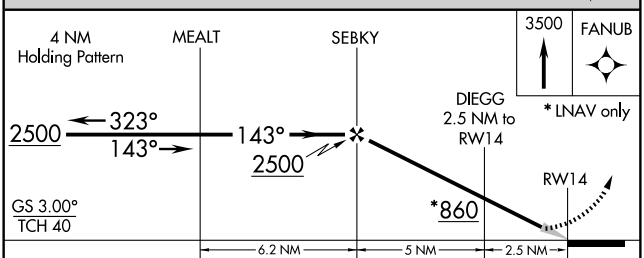
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

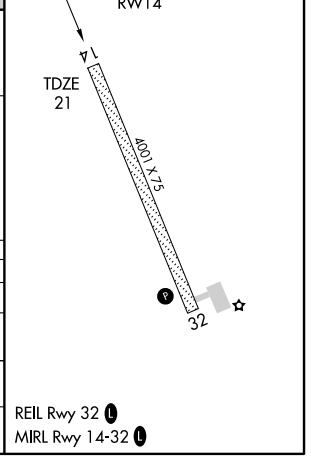
NA

MISSED APPROACH: Climb to 3500 direct FANUB and hold, continue climb-in-hold to 3500.

UNALAKLEET AWOS-3	ANCHORAGE CENTER	UNICOM
132.25	135.7 335.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	344-1¼ 323 (400-1¼)			
LNAV/VNAV DA	397-1¼ 376 (400-1¼)			
LNAV MDA	380-1 359 (400-1)			380-1¼ 359 (400-1¼)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	580-2 556 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4001
CH 69413	323°	TDZE	24
W32A		Apt Elev	24

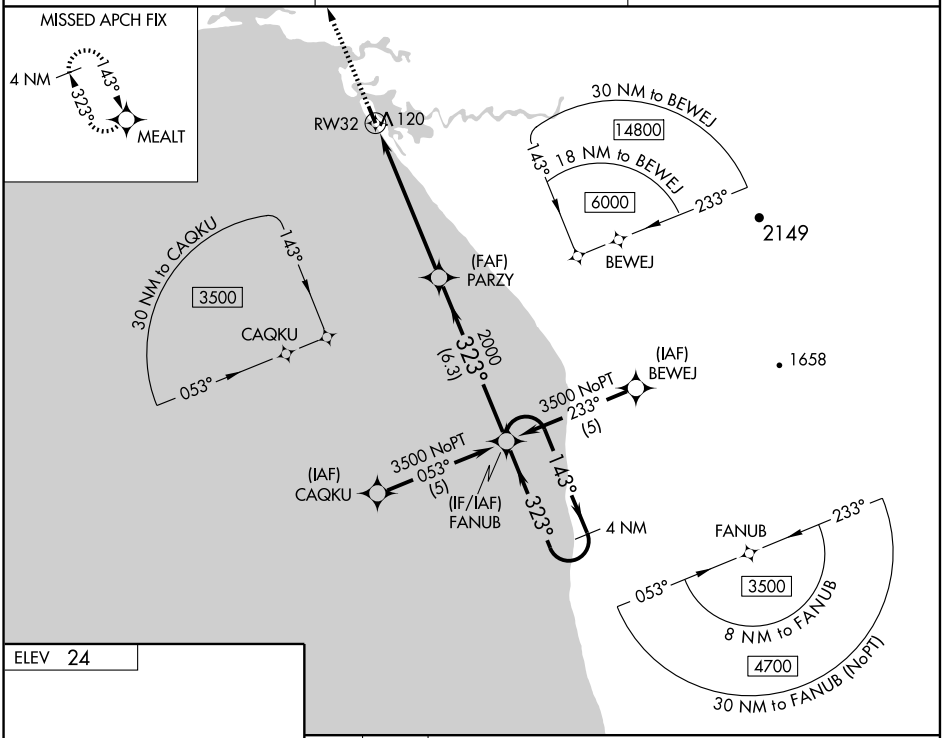
RNAV (GPS) RWY 32

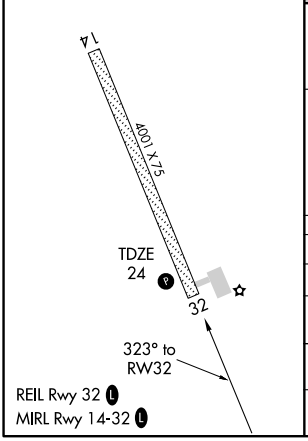
SHAKTOOLIK (2C7) (PFSH)

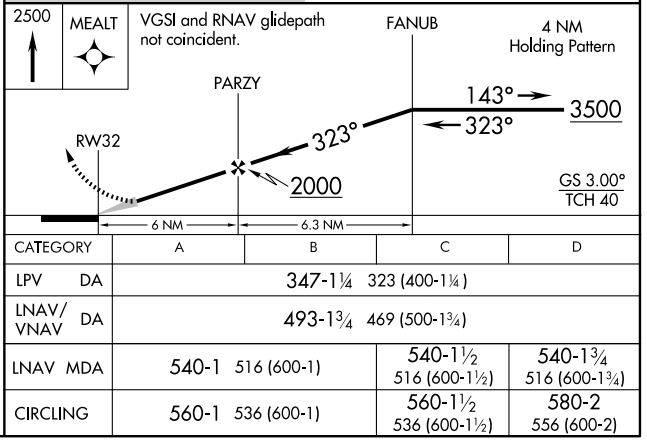
Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct MEALT and hold.

UNALAKLEET AWOS-3	ANCHORAGE CENTER	UNICOM
132.25	135.7 335.5	122.8 (CTAF) L

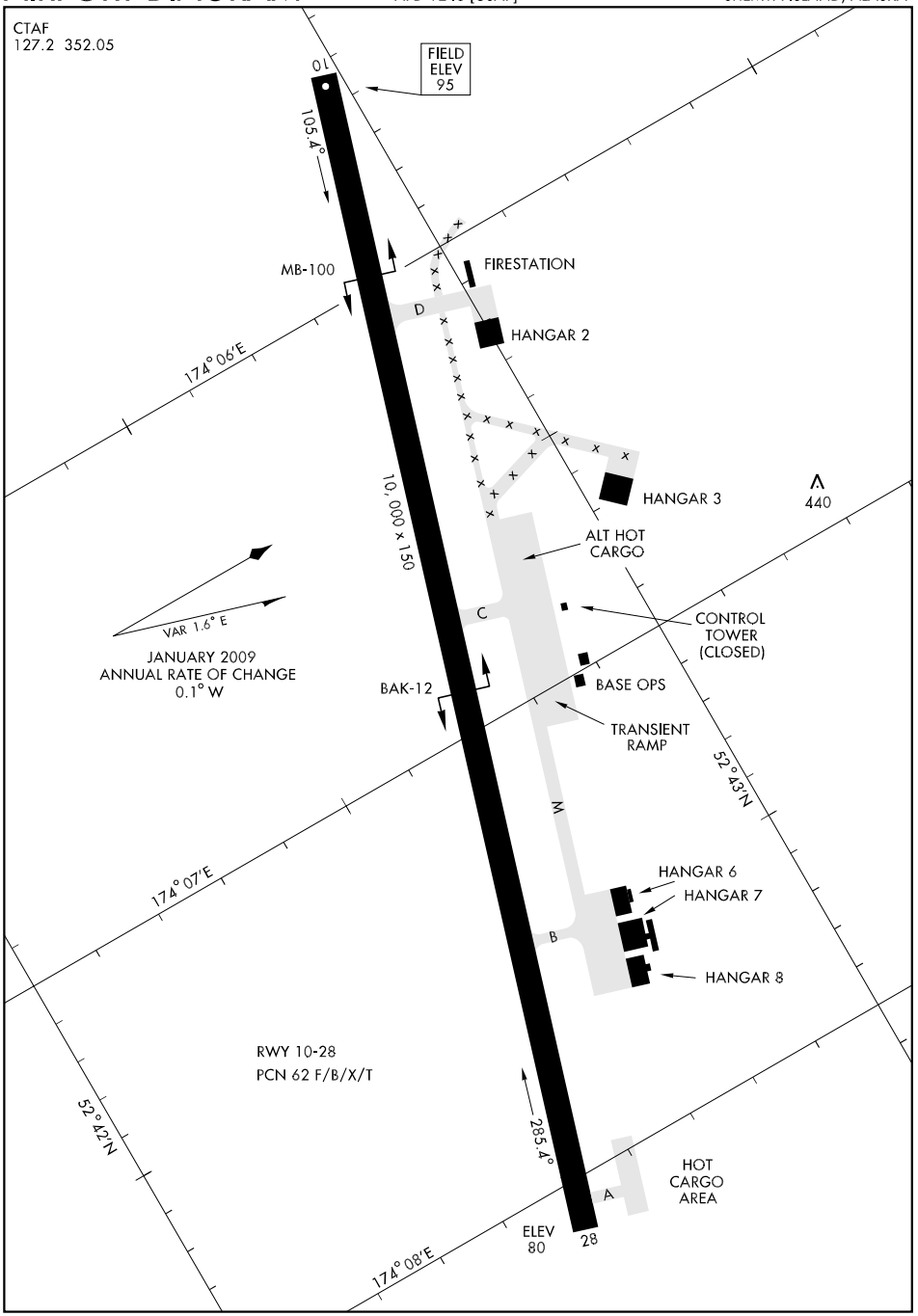






CATEGORY	A	B	C	D
LPV DA	347-1¼ 323 (400-1¼)			
LNAV/VNAV DA	493-1¾ 469 (500-1¾)			
LNAV MDA	540-1 516 (600-1)		540-1½ 516 (600-1½)	540-1¾ 516 (600-1¾)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	580-2 556 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **EARECKSON AS** (Shemya) (SYA) (PASY) 0 S N52°42.74′ E174°06.82′ UTC–10(–9DT) **WESTERN ALEUTIAN IS**
AF 95 BL6, 7, 8, 9①, 10 H100(ASP–GRVD) 10–28 **H–2H, L–2H**
S–155, D–220, 2S–175, 2D–420, C5–890 **DIAP, AD**
JASU —2 (AM32A–60B) 2(A/M32A–86)
FUEL —J8, 0–148, SP PRESAIR

A—GEAR
Rwy 10 MB 100(B) ② _____ BAK 12(B) ② _____ Rwy 28
(1850′) (4450′)

AIRPORT REMARKS —Attended Mon–Fri 1800–0300Z‡, CLOSED weekends and holidays. PPR 48 hrs prior notice, ctc Island Control Center (ICC) DSN 317–392–3505/3606 C907–392–3505/3606. Arpt manager DSN 317–392–3361 C907–392–3361. Eareckson AS Installation Management Office DSN 317–552–7145/4541 C907–552–7145/4541. Uncontrolled arpt. No practice approaches. Non standard VFR pattern Rwy 10. USAF installation, all civilian acft operators must obtain a civil acft landing permit from 11AF Airfield Mgr at COM: 907–552–1448/4176 at least 30 days prior to first intended landing. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Fleet svc, customs, and acft maintenance unavbl. Failure to obtain and have onboard a copy of an approved landing permit will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32CFR855 and USAF operating instructions. Heavy migratory goose activity Apr–Jun and Aug–Oct. Gulls and ravens present throughout the year. Report all suspected bird/wildlife strikes on or invof Eareckson to Base Ops or 11AF/SE DSN 317–552–4730 C907–552–4730. CAUTION (See General Notices/Radiation Areas): Radiation hazard area from SFC to 16,000′ MSL for acft out to 3 NM for acft with externally mounted electro explosives devices. (EED) Possible interference with electronic equipment for acft above 200′ MSL out to 3 NM (Military) or 62 NM (Civilian) from a phased array antenna on NW corner of Shemya Island (52° 44′N 174° 05′E) on a bearing of 250° thru 028T. These are parameters for information only. EED equipped acft must advise ICC prior to departure. Possible 30 minute arrival delay for EED acft. Fleet svc, customs, and aircraft maintenance unavbl. Flights originating outside the United States refer to Alaska section of USAF–Foreign Clearance Guide. No overrun Rwy 10–28, sheer drop–offs. Rwy 10–28 surface 150′ wide with 30′ shoulders. CAUTION: An illusion of height and usable runway width may occur when landing during low visibility and at night. Aprons and Twys A, B, C, and M clsd to fighter–type acft due to foreign object damage. Fighter–type acft requiring access to before mentioned movement areas must be towed from Rwy 10–28. Twy D avbl for fighter–type/day/VFR ops only. Twy A restricted to day/VFR ops only due to location of glideslope critical area. ACTIVATE HIRL Rwy 10–28, VASI Rwy 10–28, ALSF–1 Rwy 10, SALSF Rwy 28—CTAF. ①Rwy 10, Rwy 28. ②30 minutes prior notice required for barrier service.

WEATHER DATA SOURCES —(ASOS 135.65 907–392–3720).

COMMUNICATIONS—(CTAF 352.05 127.2) (SFA) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM PASY OT CTC KENAI ENA)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** —339.8 119.1

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION
SHEMYA (H)VORTACW 109.0 SYA Chan 27 N52°43.10′ E174°03.73′ 098° 1.9 NM to Fld. 68/3E.
TACAN azimuth unusable:
030°–085° byd 25 NM blw 5000′.
ILS 110.1 I–SYA Rwy 28.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Preventive maint schedule. VOR Fri 1800–2000Z‡. Wx for all MP is (600/1.5 +1). TACAN Mon 1800–2000Z‡. ILS Tue 1800–2000Z‡. PMSV: METRO—Mil tran acft remote briefing avbl fr 17 OWS, Hickam AFB H1, DSN 315–449–7924 C808–449–7924. Manned observation supplemented by ASOS avbl 1900–0300Z‡. ASOS oprs 24 hrs. All radio navigation facilities unmonitored 0300–1900Z‡ daily/continuous weekends–hols.

EAST ALSEK RIVER (See YAKUTAT)

ED CARLSON MEMORIAL FLD–SOUTH LEWIS CO (See TOLEDO, WA)

EDIZ HOOK WA N48°08.39′ W123°24.20′ **SEATTLE**
NDB(MHW) 338 K at Port Angeles CGAS. 6/22E. **L–IE**

Ⓡ**EDMONTON CENTER**—**294.5** 294.5 **250.05** 250.05 **240.9** 240.9 **134.9** 134.9 **134.7** 134.7
Whitehorse —**290.6** 290.6 **132.1** 132.1

EDWARD G. PITKA SR (See GALENA)

ILS or LOC/DME RWY 28

LOC I-SYA	APCH CRS	Rwy ldg 10,000 / TDZE 88 / Arpt Elev 95
110.1	285°	

AL-1246 [USAF]

EARECKSON AS (PASY)

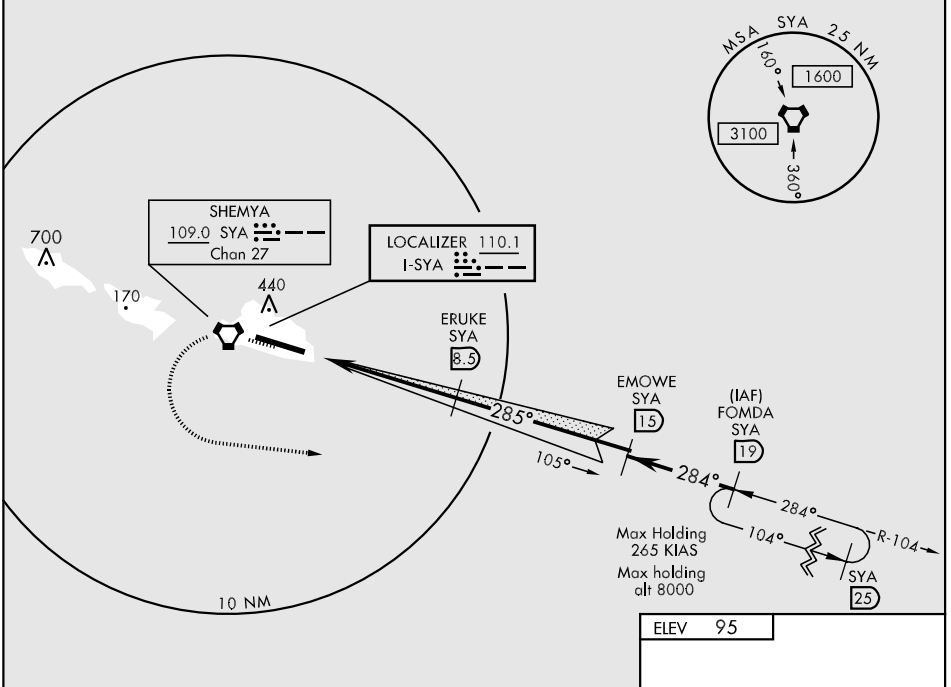
* When ALS inop, for CAT AB, increase vis to ¾ mile.
** When ALS inop, increase vis all CATS to 1 mile.
*** Circling Not Authorized in area N of Rwy 10-28.

SALS A2

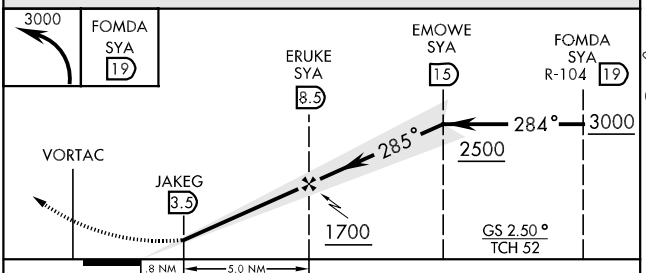
MISSED APPROACH: Climbing left turn direct SYA R-104/19 DME (FOMDA) to 3000 and hold, or higher as may be assigned by ATC.

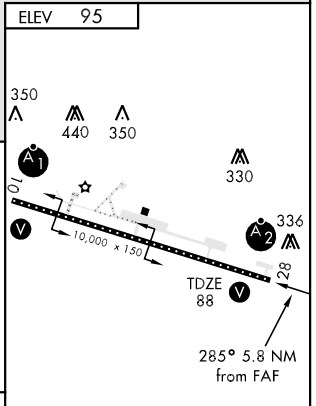
ANCHORAGE CENTER	CTAF	ASOS
119.1 339.8	127.2 (L) 352.05 (L)	135.65

CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200





CATEGORY	A	B	C	D	E
S-ILS 28 *	288-½ 200 (200-½)		288-¾ 200 (200-¾)		
S-LOC 28 **	340-¾ 252 (300-¾)				
CIRCLING ***	460-1 365 (400-1)	560-1 465 (500-1)	560-1½ 465(500-1½)	660-2 565 (600-2)	

HIRL Rwy 10-28
REIL Rwy 10-28

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:01	3:20	2:30	2:00	1:40

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 10

VORTAC SYA	APCH CRS	Rwy ldg 10,000
109.0	092°	TDZE 95
Chan 27		Arpt Elev 95

AL-1246 [USAF] EARECKSON AS (PASY)

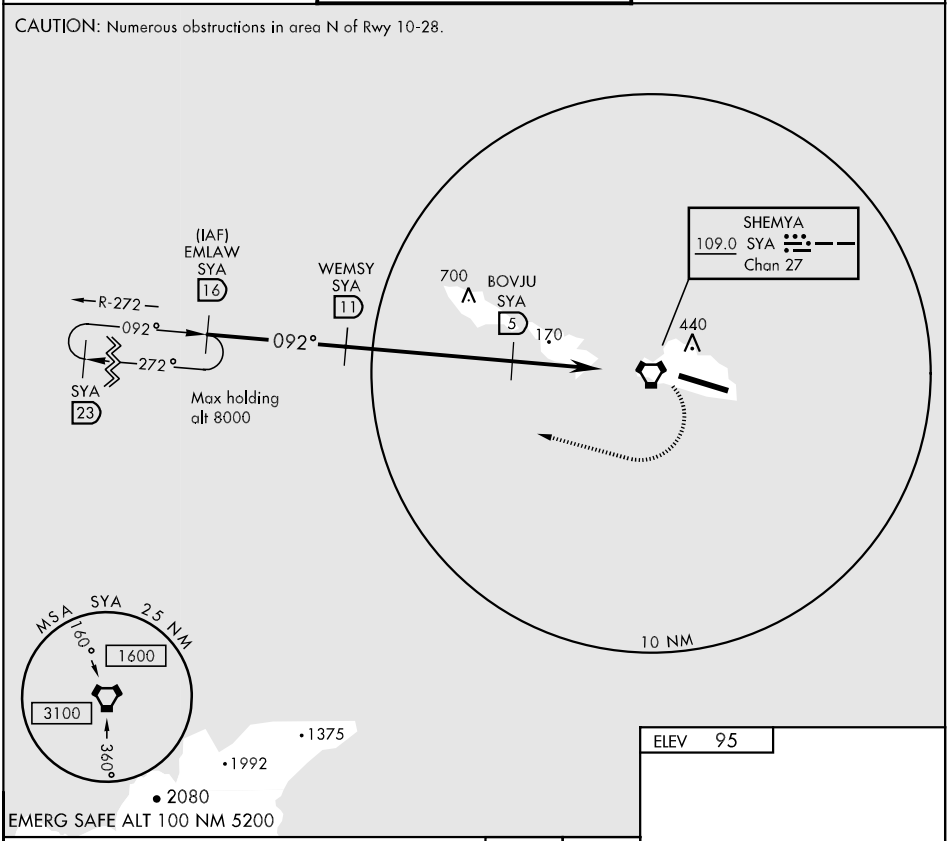
* When ALS inop, increase vis to 1½ mile.
** Circling Not Authorized in area N of Rwy 10-28.

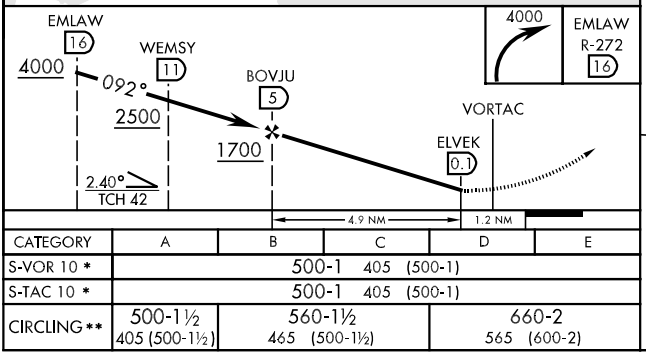
ALSF-1

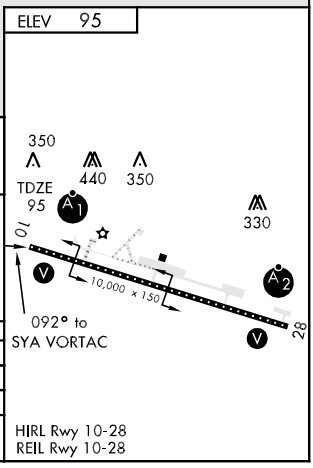
MISSED APPROACH: Climbing right turn direct SYA R-272/16 DME (EMLAW) to 4000 and hold, or higher as may be assigned by ATC.

ANCHORAGE CENTER	CTAF	ASOS
119.1 339.8	127.2 (L) 352.05 (L)	135.65

CAUTION: Numerous obstructions in area N of Rwy 10-28.







CATEGORY	A	B	C	D	E
S-VOR 10 *	500-1 405 (500-1)				
S-TAC 10 *	500-1 405 (500-1)				
CIRCLING **	500-1½ 405 (500-1½)	560-1½ 465 (500-1½)		660-2 565 (600-2)	

HIRL Rwy 10-28
REIL Rwy 10-28

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 28

VORTAC SYA	APCH CRS	Rwy ldg 10,000
109.0	280°	TDZE 88
Chan 27		Arpt Elev 95

AL-1246 [USAF]

EARECKSON AS (PASY)

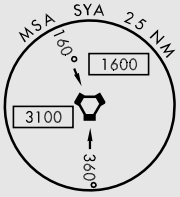
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
**Circling Not Authorized in area N of Rwy 10-28.

SALS

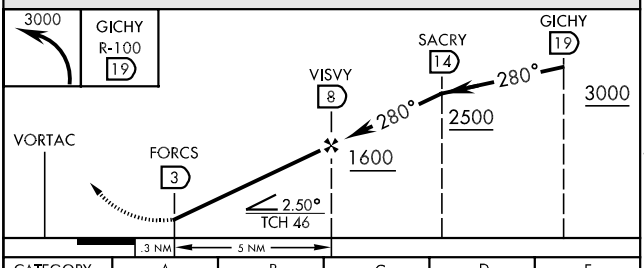
MISSED APPROACH: Climbing left turn direct SYA R-100/19 DME (GICHY) and hold at 3000, or higher as may be directed by ATC.

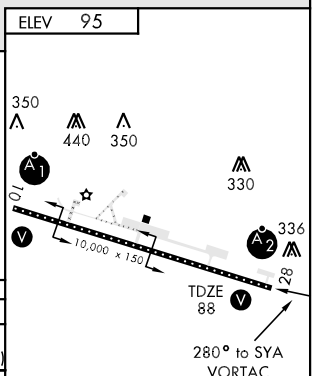
ANCHORAGE CENTER	CTAF	ASOS
119.1 339.8	127.2 (L) 352.05 (L)	135.65

CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200





CATEGORY	A	B	C	D	E
S-VOR 28*	660-¾ 572 (600-¾)		660-1¼ 572 (600-1¼)	660-1½ 572 (600-1½)	660-1¾ 572 (600-1¾)
S-TAC 28 *	660-¾ 572 (600-¾)		660-1¼ 572 (600-1¼)	660-1½ 572 (600-1½)	660-1¾ 572 (600-1¾)
CIRCLING**	660-1 565 (600-1)		660-1½ 565 (600-1½)	660-2 565 (600-2)	

HIRL Rwy 10-28
REIL Rwy 10-28

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **SHISHMAREF** (SHH) (PASH) 1 S N66°14.97′ W166°05.36′ UTC−9(−8DT) **NOME**

P 10 BL4, 9 ① H50(ASP) 05–23 S12.5 **H–1A, L–4H**

AIRPORT REMARKS —Unattended. Rwy 05–23 surface disintegrating. ACTIVATE MIRL Rwy 05–23, and VASI Rwy 05 and Rwy 23—CTAF. ①Rwy 05, TCH 25′. GS 3.0°. Rwy 23, TCH 25′. GS 3.0°. **IAP**

WEATHER DATA SOURCES —(AWOS–3 121.1 907–649–4011) (TWEB SHH 365).

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡—NOTAM SHH OT CTC FAIRBANKS FAI)

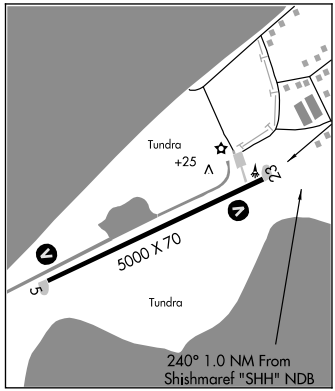
RCO —122.4 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON —263.0 119.2.

RADIO AIDS TO NAVIGATION

NDB(HW–SAB) 365 SHH N66°15.49′ W166°03.15′ At Fld. 8/14E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **SHUNGNAK** (SHG) (PAGH) 0 NW N66°53.28′ W157°09.74′ UTC−9(−8DT) **FAIRBANKS**

P 197 BL4, 12① 40(GVL) 09–27 **H–1A, L–4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 09 slope 0.8% up SE. Rwy 09 slopes uphill before apron entry. Rwy 09–27 has soft spots. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09—CTAF. ①Rwy 09, TCH 35′. GS 3.0°. **IAP**

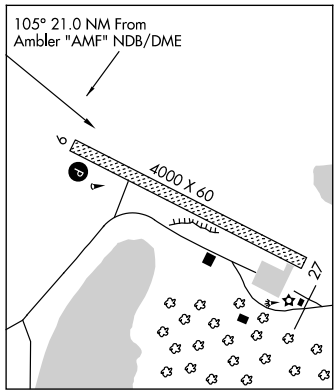
WEATHER DATA SOURCES—(AWOS–3 118.525 907–437–2024)

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM SHG OT CTC FAIRBANKS FAI)

RCO —122.0 (KOTZEBUE FSS)

ANCHORAGE CENTER APP/DEP CON —119.2

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



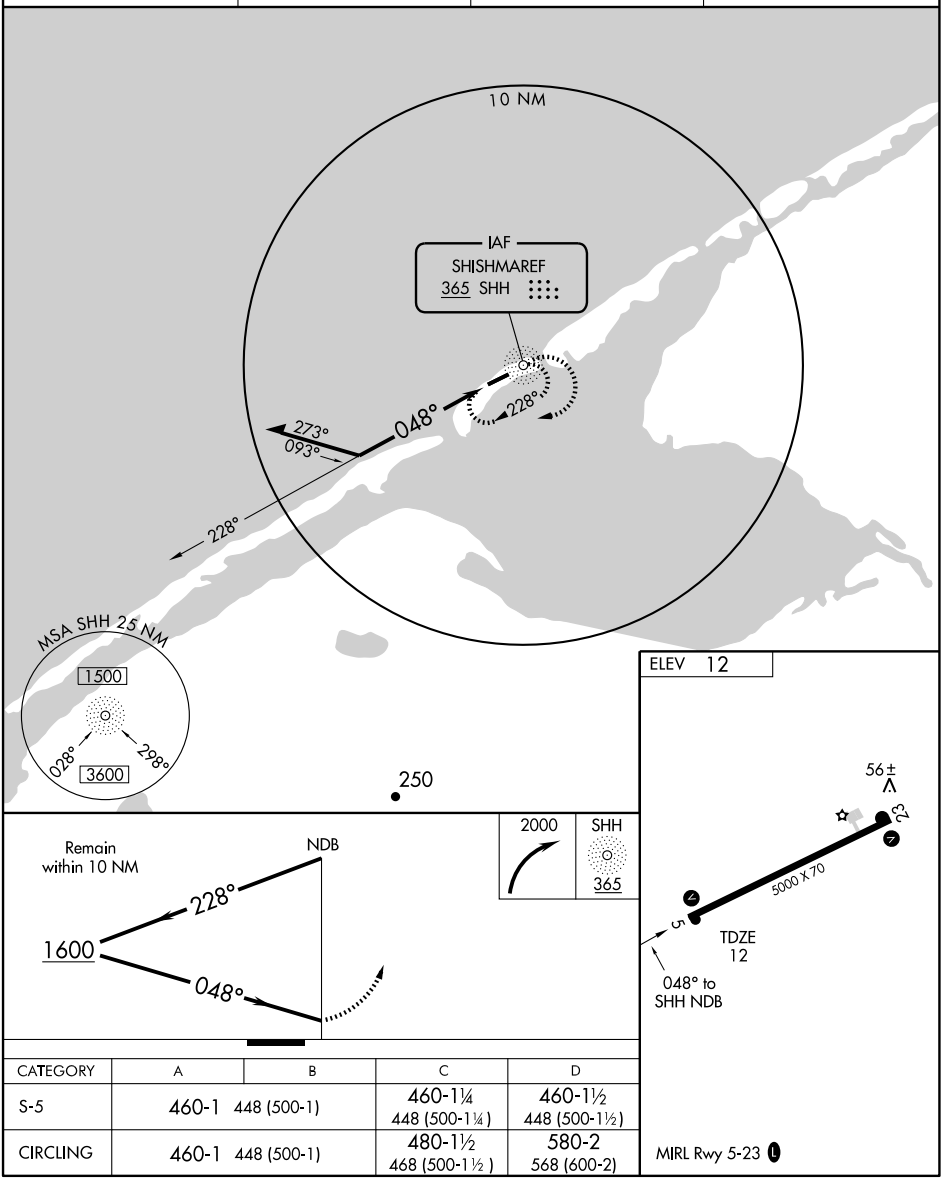
NDB SHH	APP CRS	Rwy Idg	5000
365	048°	TDZE	12
		Apt Elev	12

NDB RWY 5

SHISHMAREF (SHH) (PASH)

MISSED APPROACH: Climbing right turn to 2000 in SHH NDB holding pattern.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0 L



CATEGORY	A	B	C	D
S-5	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	460-1	448 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

MIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

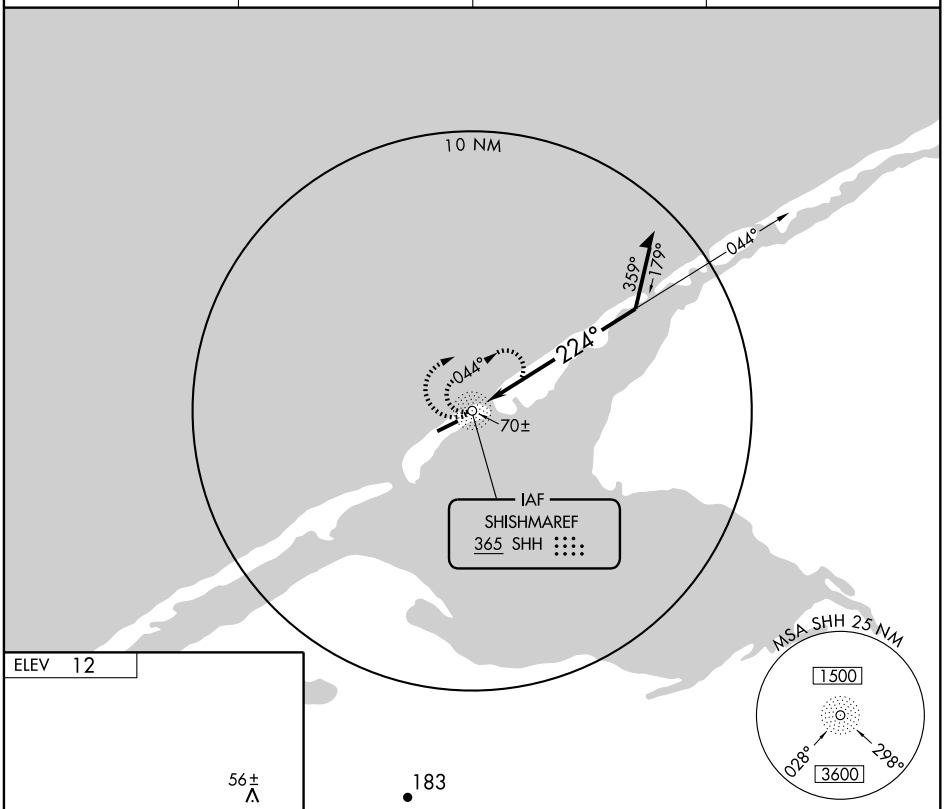
NDB SHH	APP CRS	Rwy Idg	5000
365	224°	TDZE	12
		Apt Elev	12

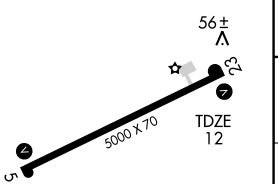
NDB RWY 23

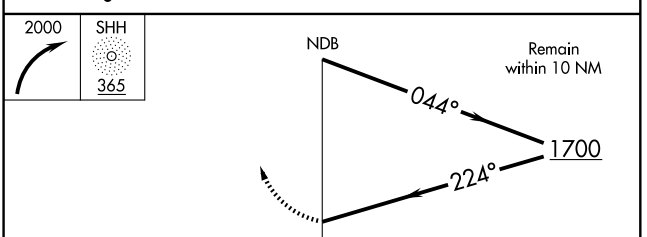
SHISHMAREF (SHH) (PASH)

MISSED APPROACH: Climbing right turn to 2000 in SHH NDB holding pattern.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0 L







CATEGORY	A	B	C	D
S-23	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	480-1	468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

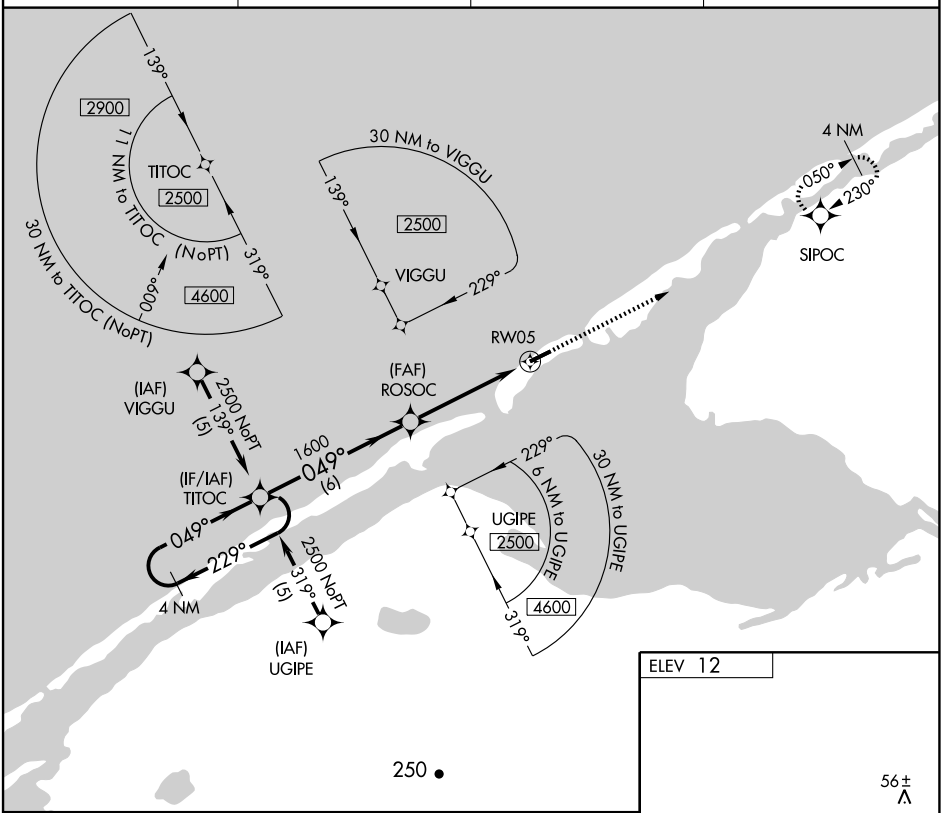
SHISHMAREF (SHH) (PASH)

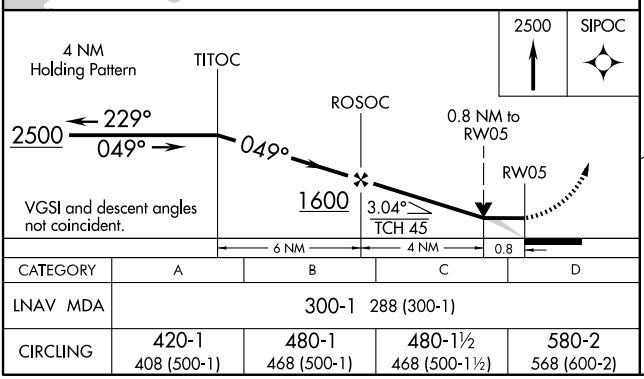
APP CRS	Rwy Idg	5000
049°	TDZE	12
	Apt Elev	12

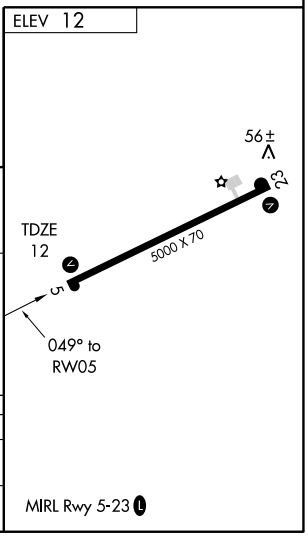
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct SIPOC and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	300-1 288 (300-1)			
CIRCLING	420-1 408 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

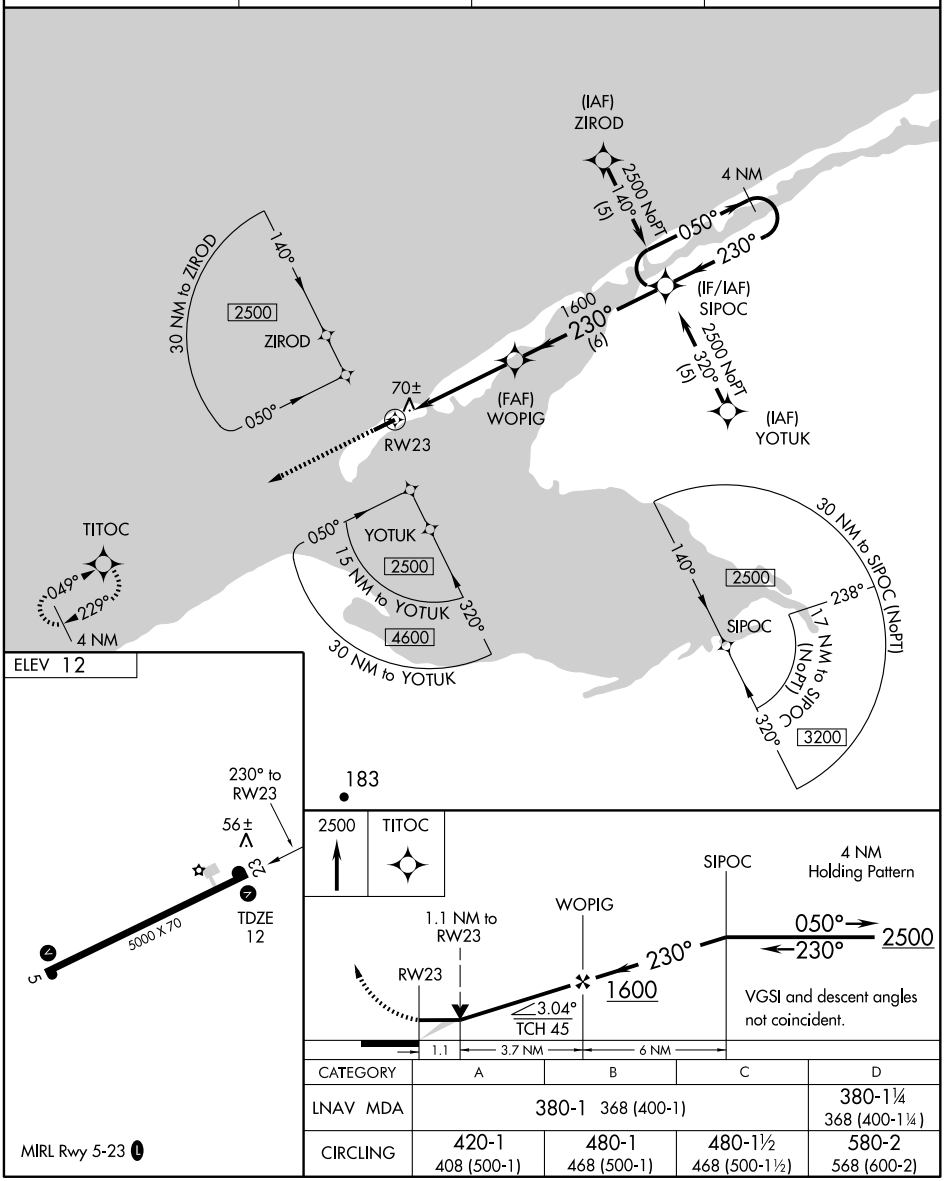
SHISHMAREF (SHH) (PASH)

APP CRS	Rwy Idg	5000
230°	TDZE	12
	Apt Elev	12

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct TITOC and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0 L



CATEGORY	A	B	C	D
LNAV MDA	380-1 368 (400-1)			380-1¼ 368 (400-1¼)
CIRCLING	420-1 408 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

MIRL Rwy 5-23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **SHISHMAREF** (SHH) (PASH) 1 S N66°14.97′ W166°05.36′ UTC−9(−8DT) **NOME**

P 10 BL4, 9 ① H50(ASP) 05–23 S12.5 **H–1A, L–4H**

AIRPORT REMARKS —Unattended. Rwy 05–23 surface disintegrating. ACTIVATE MIRL Rwy 05–23, and VASI Rwy 05 and Rwy 23—CTAF. ①Rwy 05, TCH 25′. GS 3.0°. Rwy 23, TCH 25′. GS 3.0°. **IAP**

WEATHER DATA SOURCES —(AWOS–3 121.1 907–649–4011) (TWEB SHH 365).

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡—NOTAM SHH OT CTC FAIRBANKS FAI)

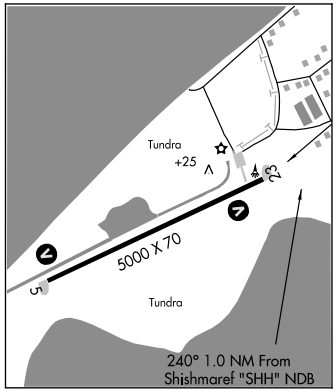
RCO —122.4 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON —263.0 119.2.

RADIO AIDS TO NAVIGATION

NDB(HW–SAB) 365 SHH N66°15.49′ W166°03.15′ At Fld. 8/14E. **TWEB.**

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **SHUNGNAK** (SHG) (PAGH) 0 NW N66°53.28′ W157°09.74′ UTC−9(−8DT) **FAIRBANKS**

P 197 BL4, 12① 40(GVL) 09–27 **H–1A, L–4I**

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 09 slope 0.8% up SE. Rwy 09 slopes uphill before apron entry. Rwy 09–27 has soft spots. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09—CTAF. ①Rwy 09, TCH 35′. GS 3.0°. **IAP**

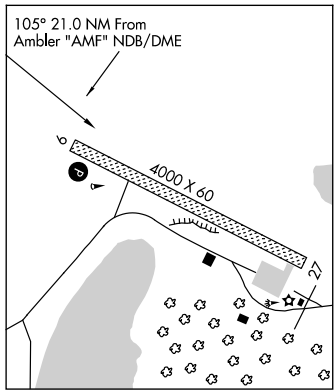
WEATHER DATA SOURCES—(AWOS–3 118.525 907–437–2024)

COMMUNICATIONS—(CTAF 122.7) (TIE–IN FSS KOTZEBUE OTZ 1600–0900Z‡–NOTAM SHG OT CTC FAIRBANKS FAI)

RCO —122.0 (KOTZEBUE FSS)

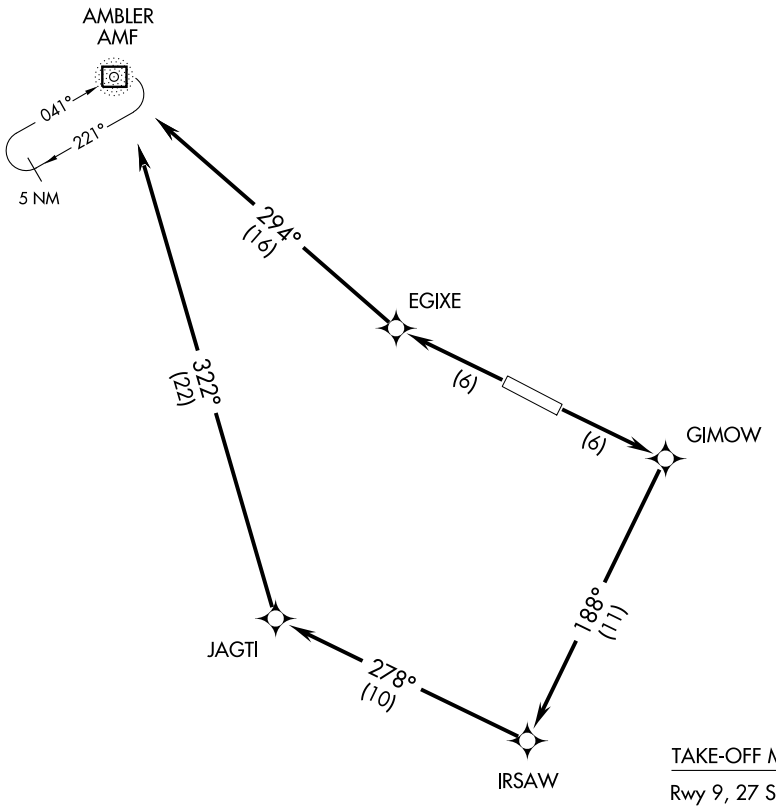
ANCHORAGE CENTER APP/DEP CON —119.2

RADIO/NAV/WEATHER REMARKS —For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



AMBLR ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
119.2 263.0
CTAF 122.7
AWOS-3 118.525



TAKE-OFF MINIMUMS:
Rwy 9, 27 Standard.

NOTE: GPS Required
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb to 4000 or ATC assigned higher altitude direct GIMOW, and via track 188° to IRSAW, and via track 278° to JAGTI, and via track 322° to AMF NDB/DME.

TAKE-OFF RWY 27: Climb to 4000 or ATC assigned higher altitude direct EGIXE and via track 294° to AMF NDB/DME.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
097°	TDZE	184
	Apt Elev	197

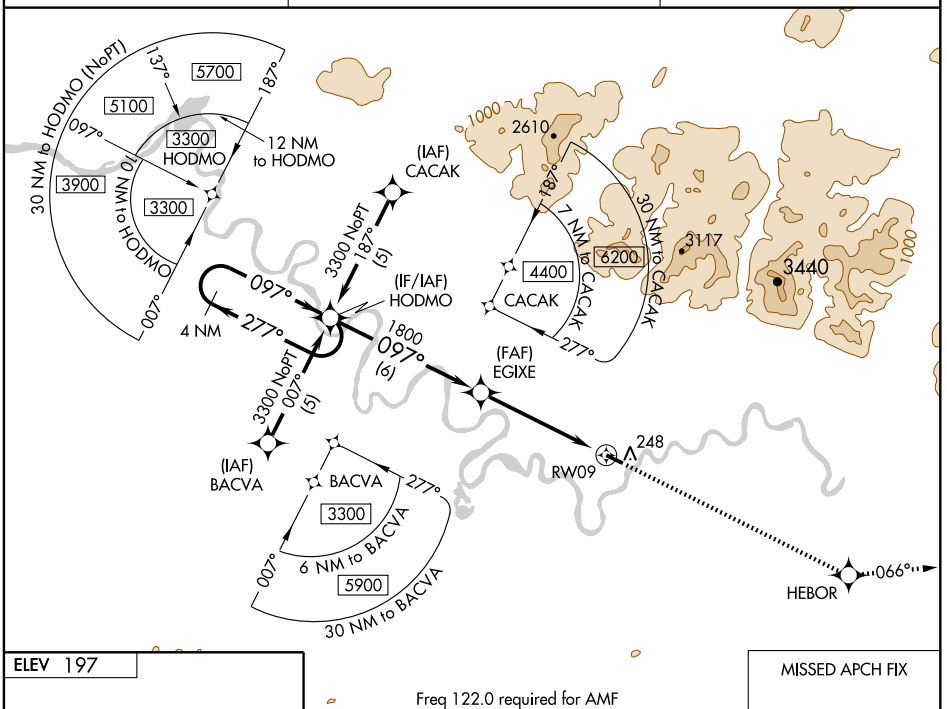
RNAV (GPS) RWY 9

SHUNGNAK (SHG)(PAGH)

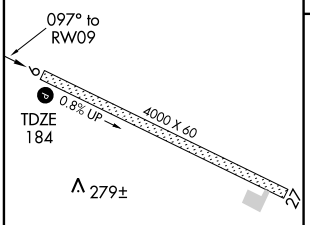
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Ambler altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5600 direct HEBOR on 066° track to CISVO and hold, continue climb-in-hold to 5600.

AWOS-3	ANCHORAGE CENTER	CTAF
118.525	119.2 263.0	122.7 (L)



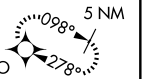
ELEV 197



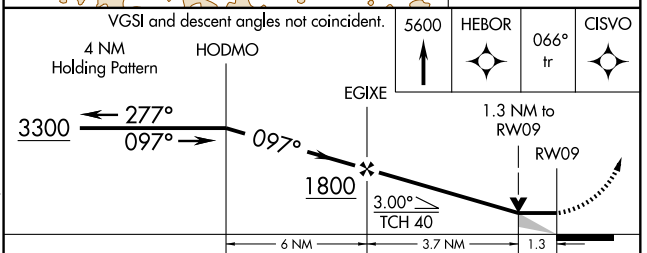
MIRL Rwy 9-27 (L)

Freq 122.0 required for AMF communications below 10000 MSL.

MISSED APCH FIX



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	620-1 436 (500-1)		620-1¼ 436 (500-1¼)	NA
CIRCLING	620-1 423 (500-1)	660-1 463 (500-1)	660-1½ 463 (500-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

SHUNGNAK (SHG)(PAGH)

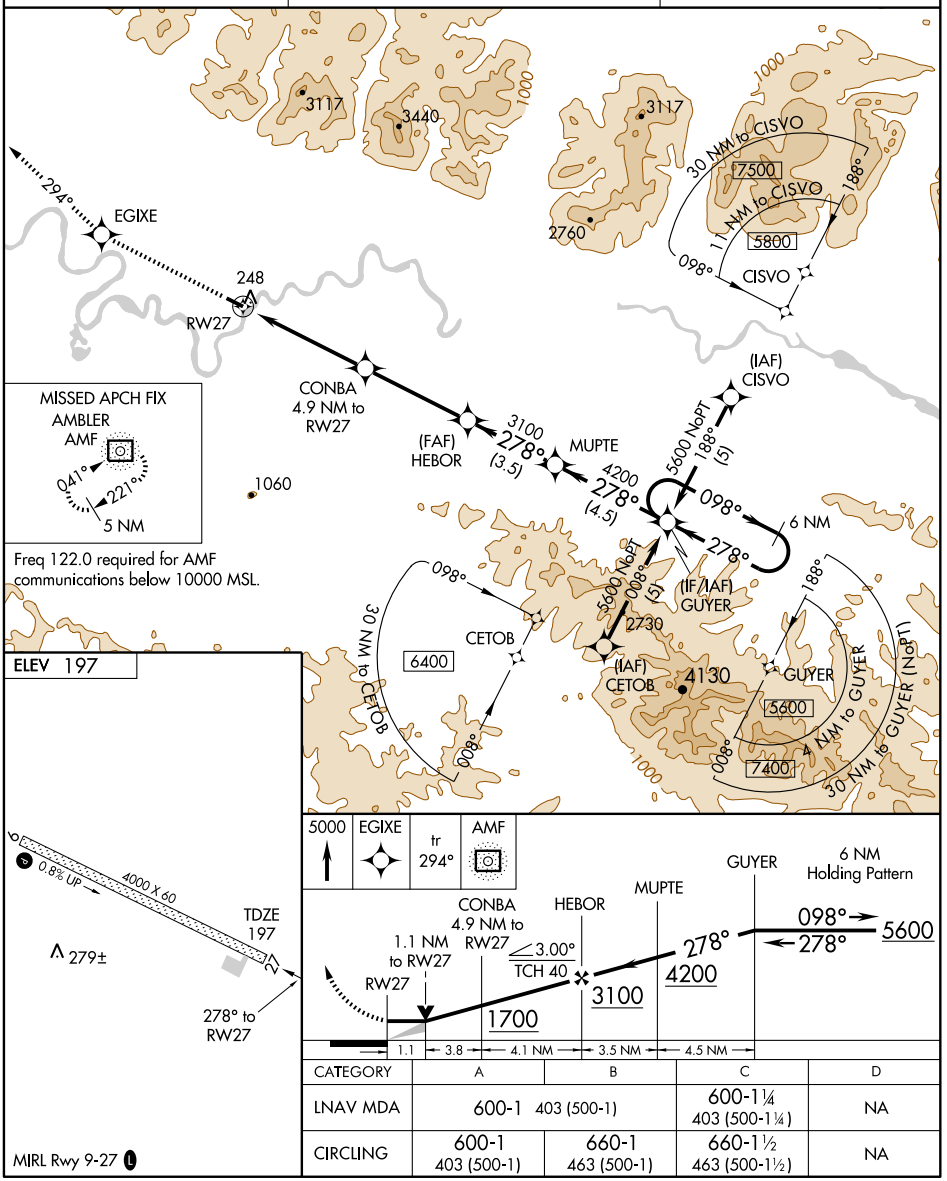
APP CRS	Rwy Idg	4000
278°	TDZE	197
	Apt Elev	197

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Ambler altimeter setting and increase all MDA 80 feet.

NA

MISSED APPROACH: Climb to 5000 direct EGIXE and on track 294° to AMF NDB/DME and hold, continue climb-in-hold to 5000.

AWOS-3	ANCHORAGE CENTER	CTAF
118.525	119.2 263.0	122.7 L



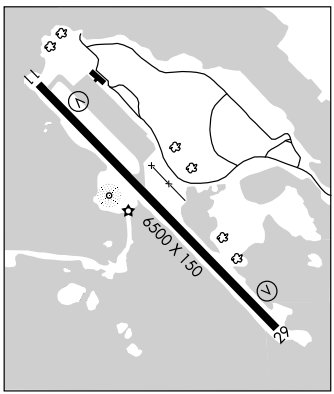
CATEGORY	A	B	C	D
LNAV MDA	600-1 403 (500-1)		600-1¼ 403 (500-1¼)	NA
CIRCLING	600-1 403 (500-1)	660-1 463 (500-1)	660-1½ 463 (500-1½)	NA

MIRL Rwy 9-27 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

SITKA

§ **SITKA ROCKY GUTIERREZ** (SIT) (PASI) 0 W N57°02.83′ W135°21.70′ (LRA) UTC−9(−8DT) **JUNEAU**
P (CG) 21 BL6, 9 ②, 10 ① H65(ASP–GRVD) 11–29 S–100, D–160, 2S–175, 2D–300 **H–1C, L–1C**
SERVICE—S4 **FUEL** —(NC–100, A1 +) **IAP**



AIRPORT REMARKS —Attended continuously. Snow removal, ice control, arpt maintenance and arpt hazardous condition reports avbl only during maintenance duty hrs, call 907–966–2960. Class I, ARFF Index B. ARFF svc is only avbl during scheduled air carrier ops. CLOSED to air carrier ops with more than 30 passenger seats exc 24 hour PPR in writing to arpt manager 605 Airport Road, Sitka, AK 99835. 24 hour PPR for cargo ops over 100,000 lbs call C907–966–2960. Large flocks of birds on and in vicinity of arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Rwy 11 rgt tfc. Rwy condition reports reflect conditions during arpt maint duty hrs only. Personnel and equip may be on rwy. Non-air carrier acft must use see and avoid procedures. High southwesterly winds may deposit rock and other debris on the first 2500′ of Rwy 29, recommend visual inspection prior to use. Rwy 11–29 shallow depressions 25′ in diameter 1770′ from apch end Rwy 11 S side. Standing water after rain. For fuel after hrs ctc UNICOM 122.95 or 907–747–7222. For further information call 907–966–2960. (CG) Transient parking restricted to W side of apron only. Inbound acft ctc Sitka Air 10 min prior to landing freq 345.0 or via FSS. Taxi directors mandatory for all transient acft movement on ramp. PPR due to limited and congested ramp area call C907–966–5420, weekends and holidays call C907–966–5556. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Customs avbl see NOTICES—ENTRY REQUIREMENTS (CIVIL). For HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29 ctc Sitka FSS or call 907–966–2221, ACTIVATE CTAF when Sitka FSS clsd. VASI Rwy 11 and Rwy 29 ops continuously. ①Rwy 11, Rwy 29. ②Rwy 11, TCH 50′. GS 3.0°. Rwy 29, TCH 52′. GS 3.0°.

WEATHER DATA SOURCES —(ASOS 135.9 907–966–2209) (TWEB BKA 113.8) (TWEB SIT 358) (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (UNICOM 122.95) (ATIS 135.9) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM SIT OT CTC JUNEAU JNU)
RADIO —123.6 122.2 358T **(E)** (LAA 123.6)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** —335.5 126.1
COAST GUARD AIR OPERATIONS (SITKA AIR) 345.0x 8980x 5692x (8980x 5692x SSB). Other CG freqs avbl O/R.

RADIO AIDS TO NAVIGATION
BIORKA ISLAND (H)ABVORTAC 113.8 BKA Chan 85 N56°51.57′ W135°33.08′ 001° 12.9 NM to Fld.240/28E. **TWEB.**
VORTAC unusable:
300°–320° byd 27 NM blw 9,000′
360°–080° byd 25 NM blw 12,000′
NDB(H–SAB) 358 SIT N56°51.28′ W135°32.06′ 003° 12.9 NM to Fld./23E. **TWEB.**
MOUNT EDGECUMBE NDB(MHW) 414 IME N57°02.84′ W135°21.95′ At Fld. 18/23E.
NDB unusable:
320°–140° byd 15 NM blw 6,000′.
VHF/DF —Contact Sitka FSS. Lctd at N56°51.42′ W135°31.99′.
LDA/DME 108.9 I–SIT Chan 26 Rwy 11. No Glide Slope.

RADIO/NAV/WEATHER REMARKS —LC call to Sitka FSS dial 966–2221. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. Sitka wx report avbl LC 966–2913 or freq 122.45 0700–1500Z‡. ATIS operated by Sitka FSS.

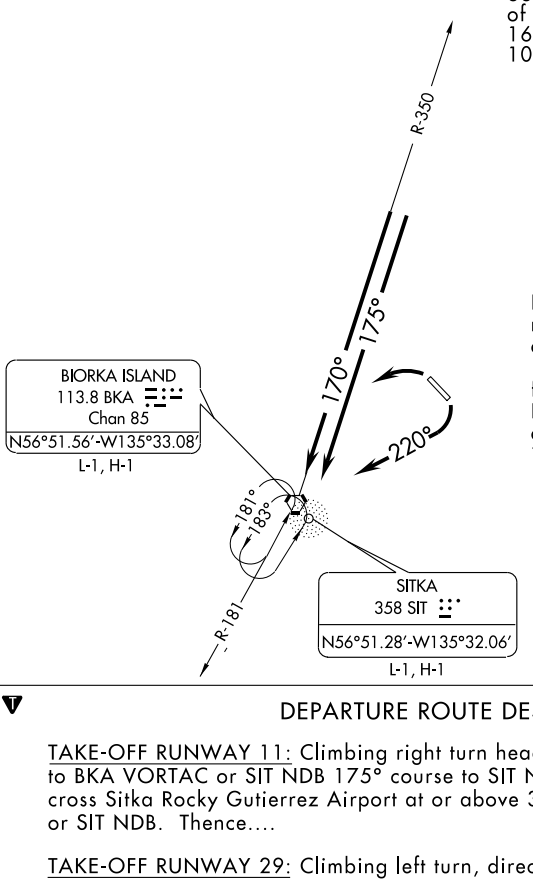
BIORKA ONE DEPARTURE (OBSTACLE)

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF)
UNICOM 122.95

WARNING: High Terrain all Quadrants
Mount Edgecumbe 3201' 13 NM
SW of Sitka.

TAKE-OFF OBSTACLES

NOTE: Rwy 11: Multiple trees beginning 2611'from DER, 753' left of centerline, up to 100' AGL/198' MSL. Multiple trees 1942' from DER, 569' right of centerline, up to 75' AGL/136' MSL. Rwy 29: Tree, 401' from DER, 579' right of centerline, 34' AGL/55' MSL. Obstruction Lighting Windsock 81' from DER, 415' right of centerline, 17' AGL/38' MSL. Bush 157' from DER, 505' right of centerline, 13' AGL/34' MSL. Bush 168' from DER, 457' right of centerline, 10'AGL/31' MSL.



TAKE-OFF MINIMUMS:

Runway 11, Standard with the following minimum climb requirements: 180 knots or less, 390' per NM to 1600; more than 180 knots, 640' per NM to 3400, or 3800-3 for climb in visual conditions.
Runway 29, Standard with minimum climb of 221' per NM to 900, or 3800-3 for climb in visual conditions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn heading 220° to intercept BKA R-350 to BKA VORTAC or SIT NDB 175° course to SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then proceed direct BKA VORTAC or SIT NDB. Thence....

TAKE-OFF RUNWAY 29: Climbing left turn, direct BKA VORTAC or SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then proceed direct BKA VORTAC or SIT NDB. Thence....

....Climb in BKA holding pattern (hold south, left turn 001° inbound) or SIT holding pattern (hold south, left turn 003° inbound) to MEA for route of flight.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC I-SIT	APP CRS	Rwy Idg 6500
108.9	112°	TDZE 19
Chan 26		Apt Elev 21

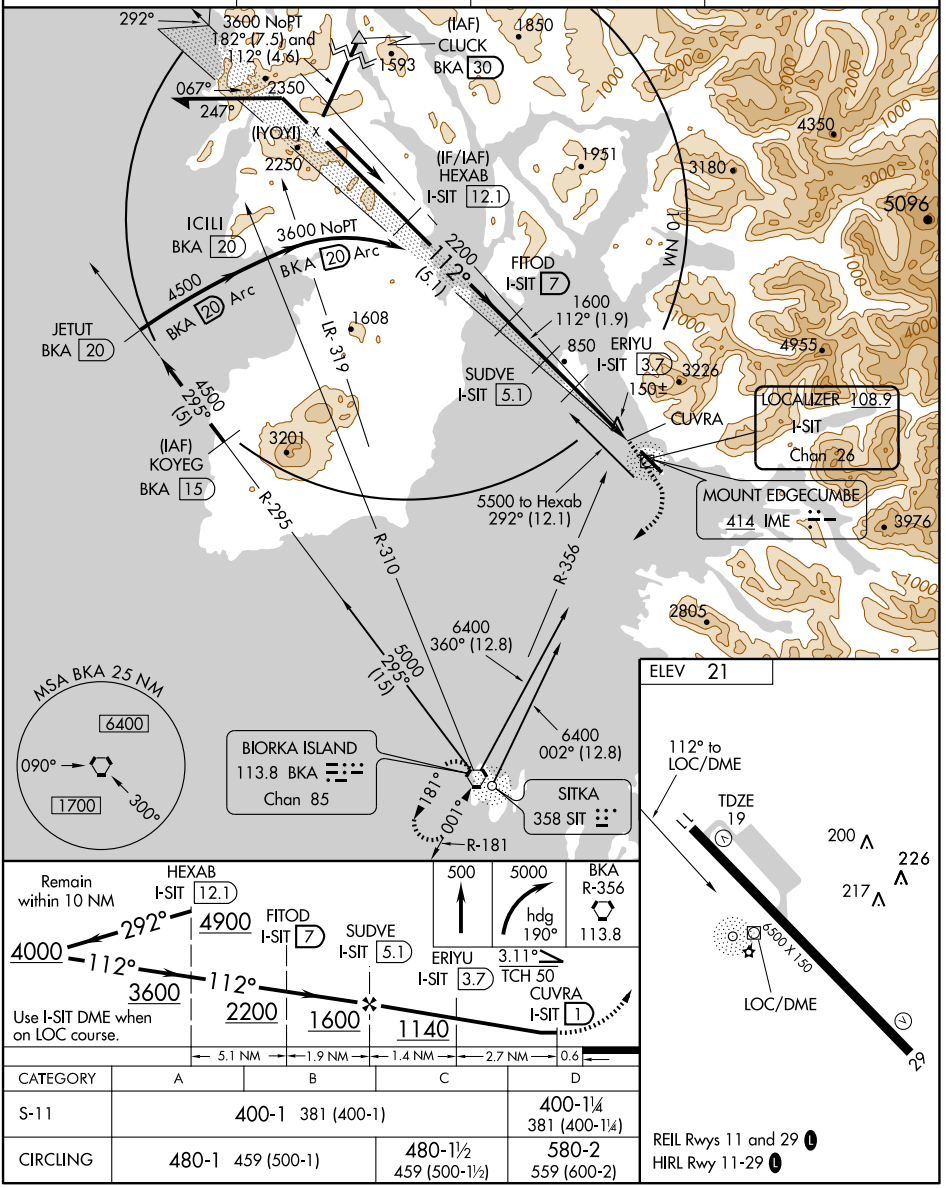
LDA/DME RWY 11

SITKA ROCKY GUTIERREZ (SIT) (PASI)

If local altimeter setting not received, procedure NA. Circling not authorized north of Rwy 11-29.

MISSED APPROACH: Climb to 500 then climbing right turn to 5000 via heading 190° and BKA R-356 to BKA VORTAC and hold, continue climb-in-hold to 5000.

ATIS	ANCHORAGE CENTER	SITKA RADIO	UNICOM
135.9	126.1 335.5	123.6 (CTAF) L 122.2	122.95



CATEGORY	A	B	C	D
S-11	400-1 381 (400-1)			400-1¼ 381 (400-1¼)
CIRCLING	480-1 459 (500-1)		480-1½ 459 (500-1½)	580-2 559 (600-2)

REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

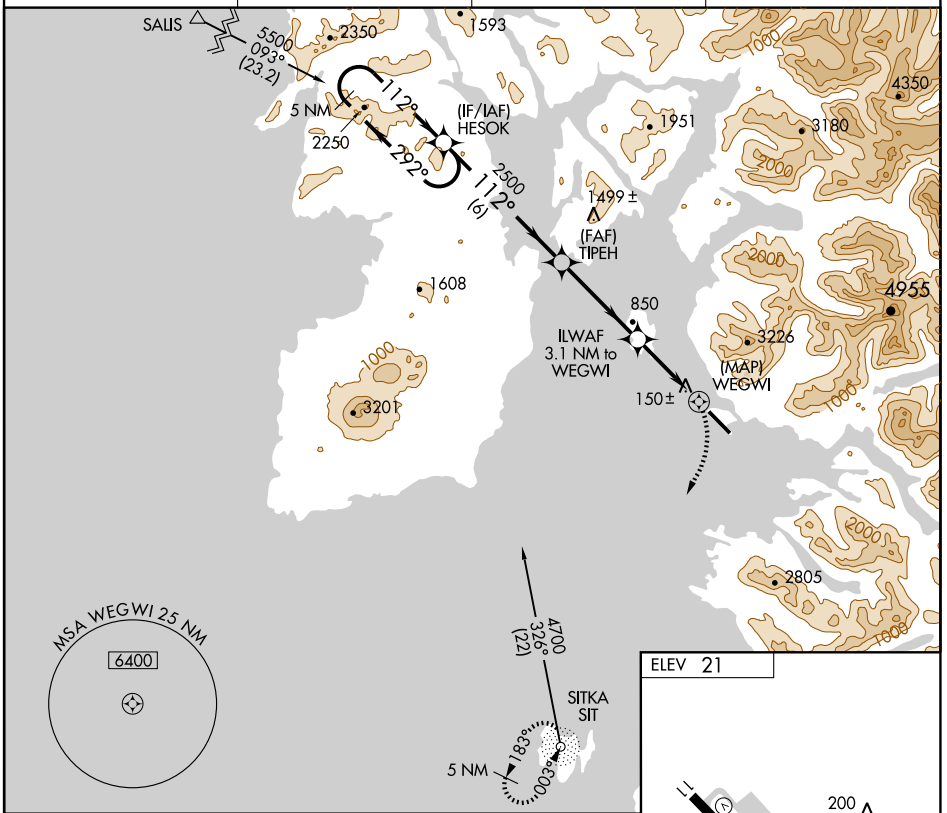
SITKA ROCKY GUTIERREZ (SIT) (PASI)

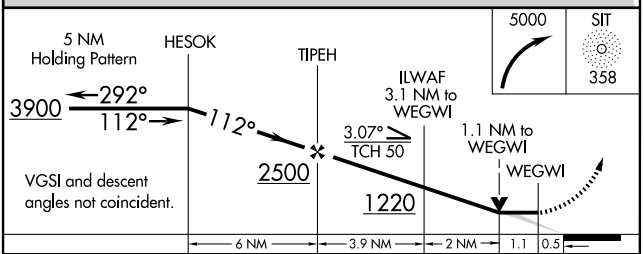
APP CRS	Rwy Idg	6500
112°	TDZE	19
	Apt Elev	21

Circling NA north of Rwy 11-29.
If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

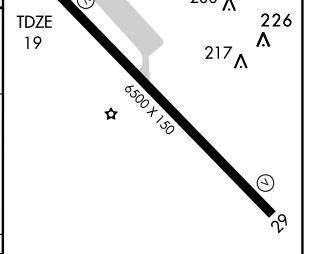
MISSED APPROACH: Climbing right turn to 5000 direct SIT NDB and hold, continue climb-in-hold to 5000.

ATIS	ANCHORAGE CENTER	SITKA RADIO	UNICOM
135.9	126.1 335.5	123.6 (CTAF) L 122.2	122.95





CATEGORY	A	B	C	D
LNAV MDA	580-1	561 (600-1)	580-1½ 561 (600-1½)	580-1¾ 561 (600-1¾)
CIRCLING	580-1	559 (600-1)	580-1½ 559 (600-1½)	580-2 559 (600-2)



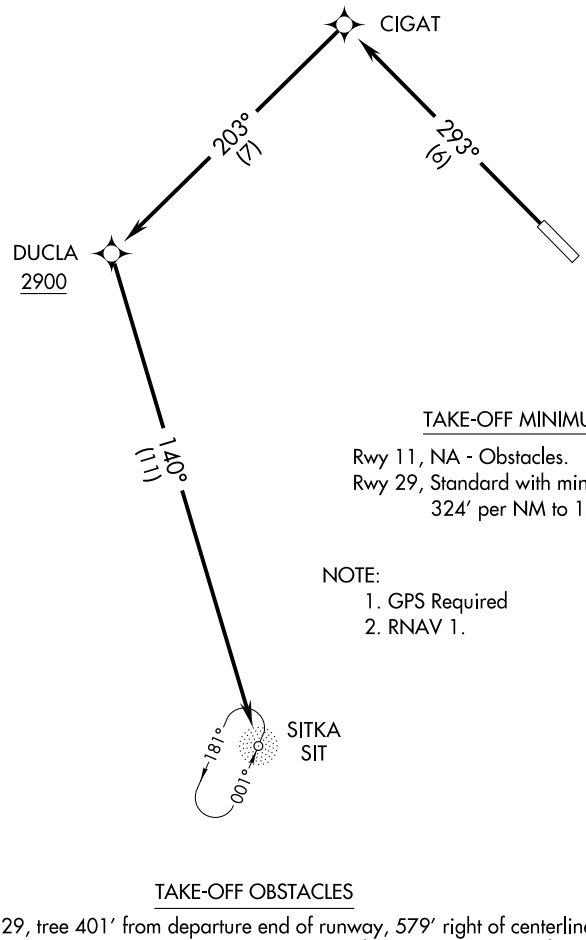
REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ROCKI ONE DEPARTURE (RNAV)

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS

Rwy 11, NA - Obstacles.
Rwy 29, Standard with minimum climb of 324′ per NM to 1400′.

NOTE:
1. GPS Required
2. RNAV 1.

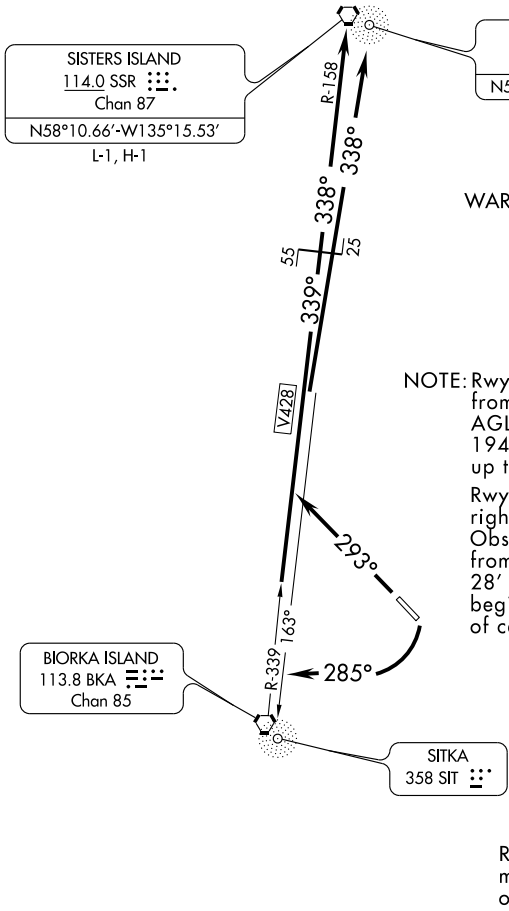
TAKE-OFF OBSTACLES

NOTE: Rwy 29, tree 401′ from departure end of runway, 579′ right of centerline, 41′ AGL/55′ MSL. Obstruction light on windsock 81′ from departure end of runway, 415′ right of centerline, 28′ AGL/38′ MSL. Multiple bushes beginning 157′ from departure end of runway, 457′ right of centerline, up to 24′ AGL/34′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 29: Climb via heading 293° to 4000 or ATC assigned altitude direct CIGAT, and via 203° track to cross DUCLA at or above 2900, then via 140° track to SIT NDB.

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2



WARNING: High Terrain all Quadrants
Mount Edgecumbe 3201' 13 NM
SW of Sitka.

TAKE-OFF OBSTACLES

NOTE: Rwy 11: Multiple trees beginning 2611' from DER, 753' left of centerline, 100' AGL/198' MSL. Multiple trees beginning 1942' from DER, 569' right of centerline, up to 100' AGL/136' MSL.

Rwy 29: Tree, 401' from DER, 579' right of centerline, 41' AGL/55' MSL. Obstruction Lighting/Windsock 81' from DER, 415' right of centerline, 28' AGL/38' MSL. Multiple bushes beginning 157' from DER, 457' right of centerline, up to 24' AGL/34' MSL.

TAKE-OFF MINIMUMS:

Runway 11, Standard with the following minimum climb requirements: 180 knots or less, 390' per NM to 4500; more than 180 knots, 640' per NM to 3400.
Runway 29, Standard with minimum climb of 357' per NM to 5400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn to heading 285° to join V428 to SSR VORTAC or SIT 343° bearing from SIT NDB and EEF 338° bearing to EEF NDB.

TAKE-OFF RUNWAY 29: Climb via heading 293° to join V428 to SSR VORTAC or SIT 343° bearing from SIT NDB and EEF 338° bearing to EEF NDB.

AK, 23 SEP 2010 to 18 NOV 2010

VORTAC BKA 113.8 Chan 85	APP CRS 001°	Rwy Idg N/A TDZE N/A Apt Elev 21

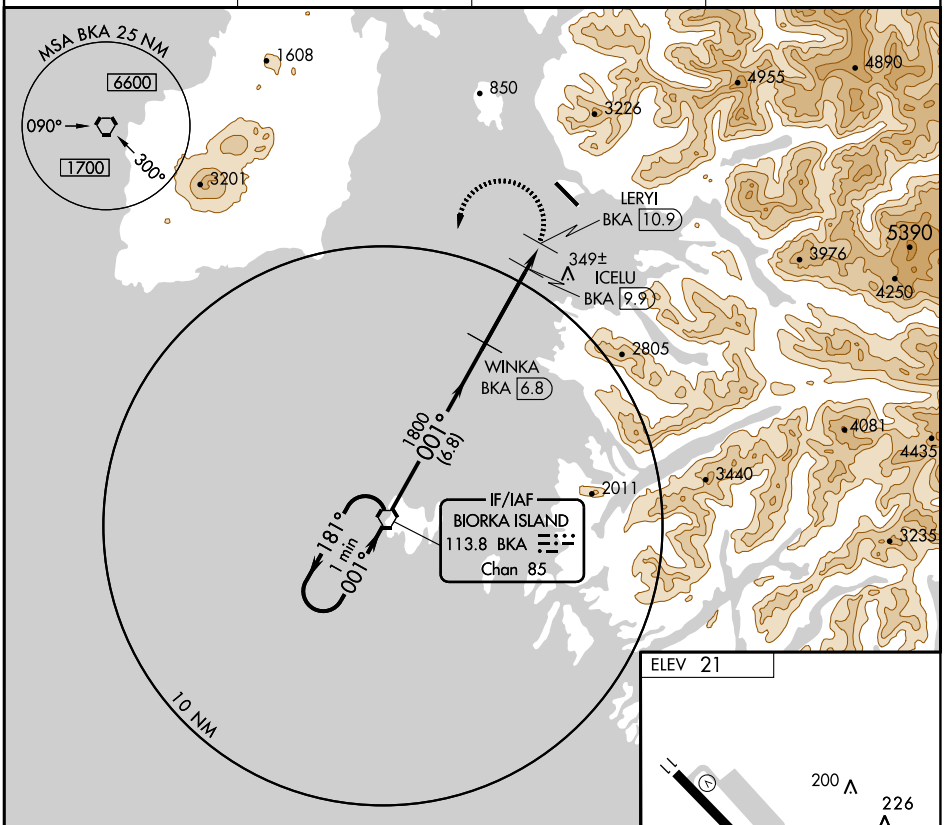
VOR/DME-A

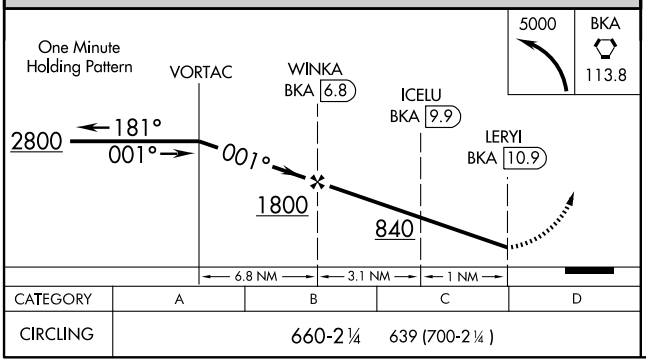
SITKA ROCKY GUTIERREZ (SIT) (PASI)

When local altimeter setting not received, procedure NA.
Circling NA north of runway 11-29.

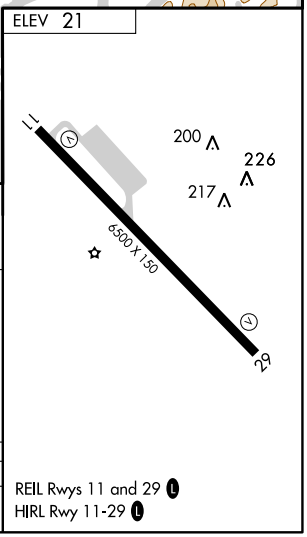
MISSED APPROACH: Climbing left turn to 5000 direct BKA VORTAC and hold, continue climb-in-hold to 5000.

ATIS	ANCHORAGE CENTER	SITKA RADIO	UNICOM
135.9	126.1 335.5	123.6 (CTAF) L 122.2	122.95





CATEGORY	A	B	C	D
CIRCLING	660-2¼	639 (700-2¼)		



REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

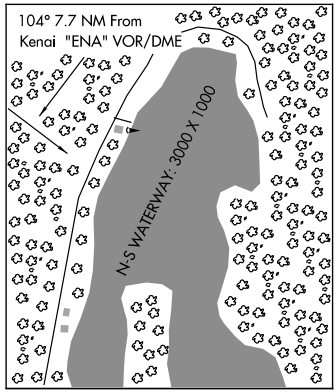
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **MACKEYS LAKES SEAPLANE** (L85) 3 NE N60°31.90′ W150°59.97′ UTC−9(−8DT) **ANCHORAGE**
175 –30 N–S

SEAPLANE REMARKS —Unattended. Pink buoys in southwest corner of lake, marked underwater obstns. Multiple pvt docks on lake. No designated tie–down areas.

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS KENAI ENA–NOTAM SXQ)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. Local call to Automated FSS dial 907–283–7211.



§ **SOLDOTNA** (SXQ) (PASX) 1 SE N60°28.50′ W151°02.29′ UTC−9(−8DT) **ANCHORAGE**
P 113 BL4, 9 ① H50(ASP) 07–25 S12, NE–SW **H–1B, 2K, L–1A, 3D, 4F**
SERVICE—S4 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Unattended. Fuel avbl 24 hrs with credit card. Rwy cond not monitored, recommend visual inspection prior to ldg. Ultralight acft in vicinity of arpt, no ultralight strip. Ski lndg area avbl north side and parallel to Rwy 07–25 marked by cones. Rwy 07–25 and Rwy NE–SW, no simultaneous/parallel ops allowed. Large cargo acft use E ramp for parking/unloading. Transit parking in front of hangars. For tiedown info ctc 907–262–4672. Rwy 07 slope 0.3% up E. Rwy 07 rgt tfc. Traffic pattern alt 900′ MSL, 792′ AGL. Landing fee for acft 12,500 lbs and over. ACTIVATE MIRL Rwy 07–25 and VASI Rwys 07 and 25—CTAF. ①Rwy 07, TCH 45′.GS 3.0°. Rwy 25, TCH 43′. GS 3.0°.

WEATHER DATA SOURCES —(AWOS–3 135.45 907–262–8431). (TWEB ENA 117.6) (WX CAM).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS KENAI ENA–NOTAM SXQ)

RCO —122.35 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON —379.1 125.7

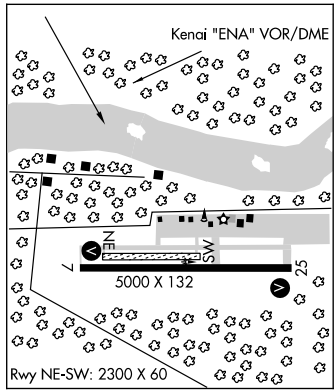
RADIO AIDS TO NAVIGATION

KENAI (H)ABVOR/DME 117.6 ENA Chan 123
N60°36.89′ W151°11.72′ 126° 9.6 NM to Fld.109/25E.

TWEB.

NDB (MHW/DME) 346 OLT Chan 106 N60°28.50′ W150°52.73′ 246° 4.7 NM to Fld.250/24E.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737. AWOS–3 wind may be unrepresentative of rwy wind conditions. TWEB ops 1500–0700Z‡.



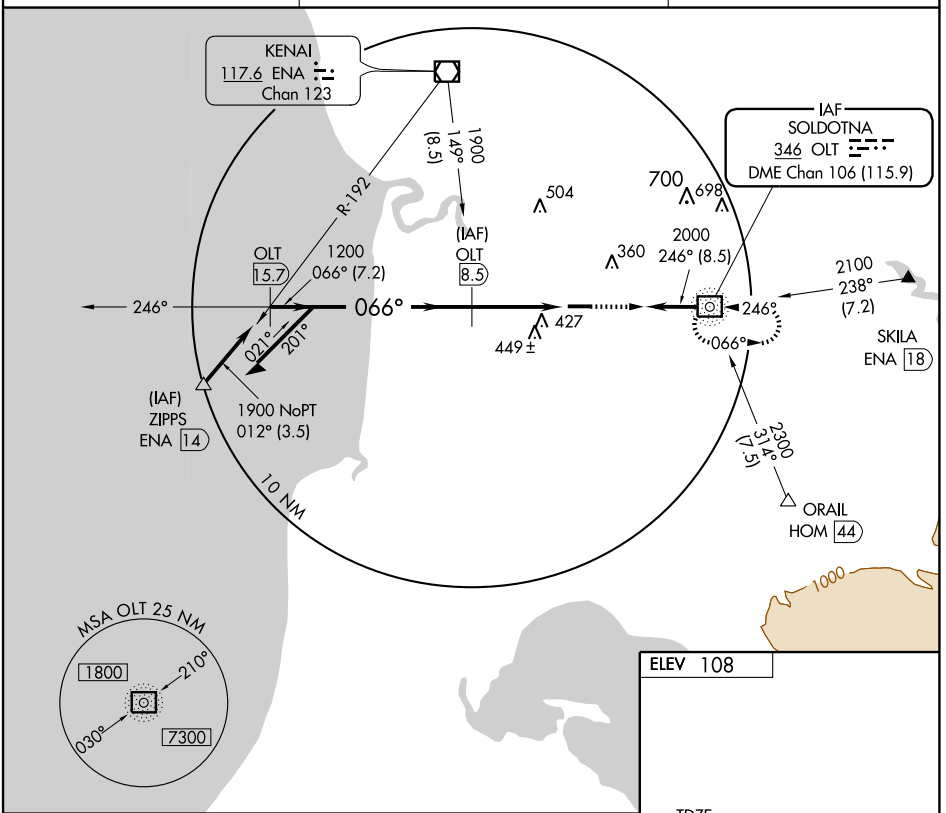
NDB/DME OLT 346 Chan 106 (115.9)	APP CRS 066°	Rwy Idg 5000 TDZE 95 Apt Elev 108

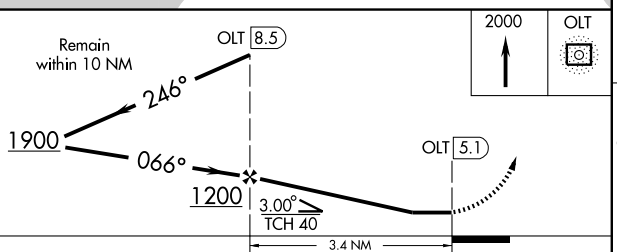
NDB/DME RWY 7
SOLDOTNA (SXQ)(PASX)

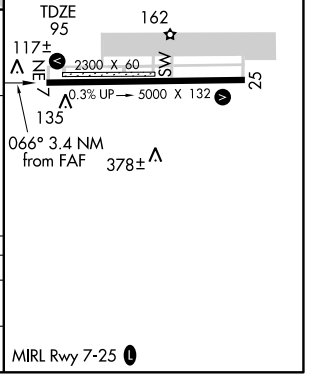
Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 2000 direct OLT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L







CATEGORY	A	B	C	D
S-7	860-1 765 (800-1)	860-1¼ 765 (800-1¼)	860-2¼ 765 (800-2¼)	860-2½ 765 (800-2½)
CIRCLING	860-1 752 (800-1)	860-1¼ 752 (800-1¼)	860-2¼ 752 (800-2¼)	860-2½ 752 (800-2½)

MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME OLT 346 Chan 106 (115.9)	APP CRS 246°	Rwy Idg 5000 TDZE 107 Apt Elev 108

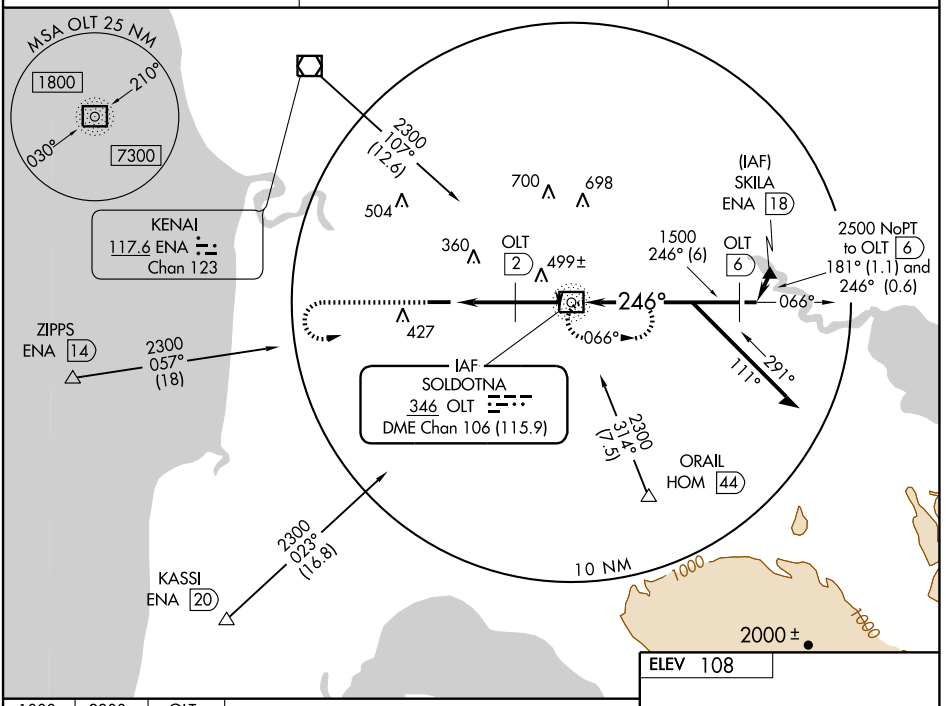
NDB RWY 25

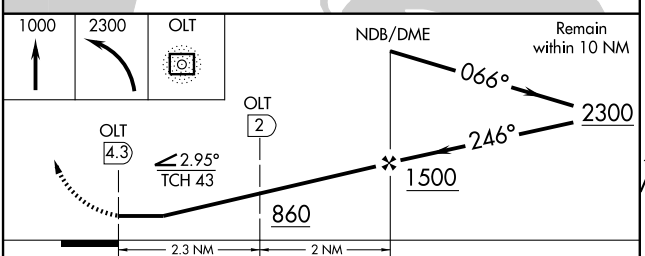
SOLDOTNA (SXQ)(PASX)

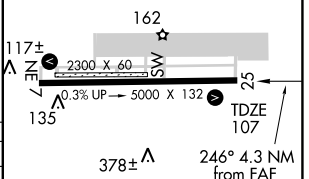
▼ Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 1000 and then climbing left turn to 2300 direct OLT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L







CATEGORY	A	B	C	D
S-25	860-1 753 (800-1)	860-1¼ 753 (800-1¼)	860-2¼ 753 (800-2¼)	860-2½ 753 (800-2½)
CIRCLING	860-1 752 (800-1)	860-1¼ 752 (800-1¼)	860-2¼ 752 (800-2¼)	860-2½ 752 (800-2½)
DME MINIMA				
S-25	760-1 653 (700-1)		760-1¾ 653 (700-1¾)	760-2 653 (700-2)
CIRCLING	760-1 652 (700-1)		760-1¾ 652 (700-1¾)	760-2 652 (700-2)

MIRL Rwy 7-25 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

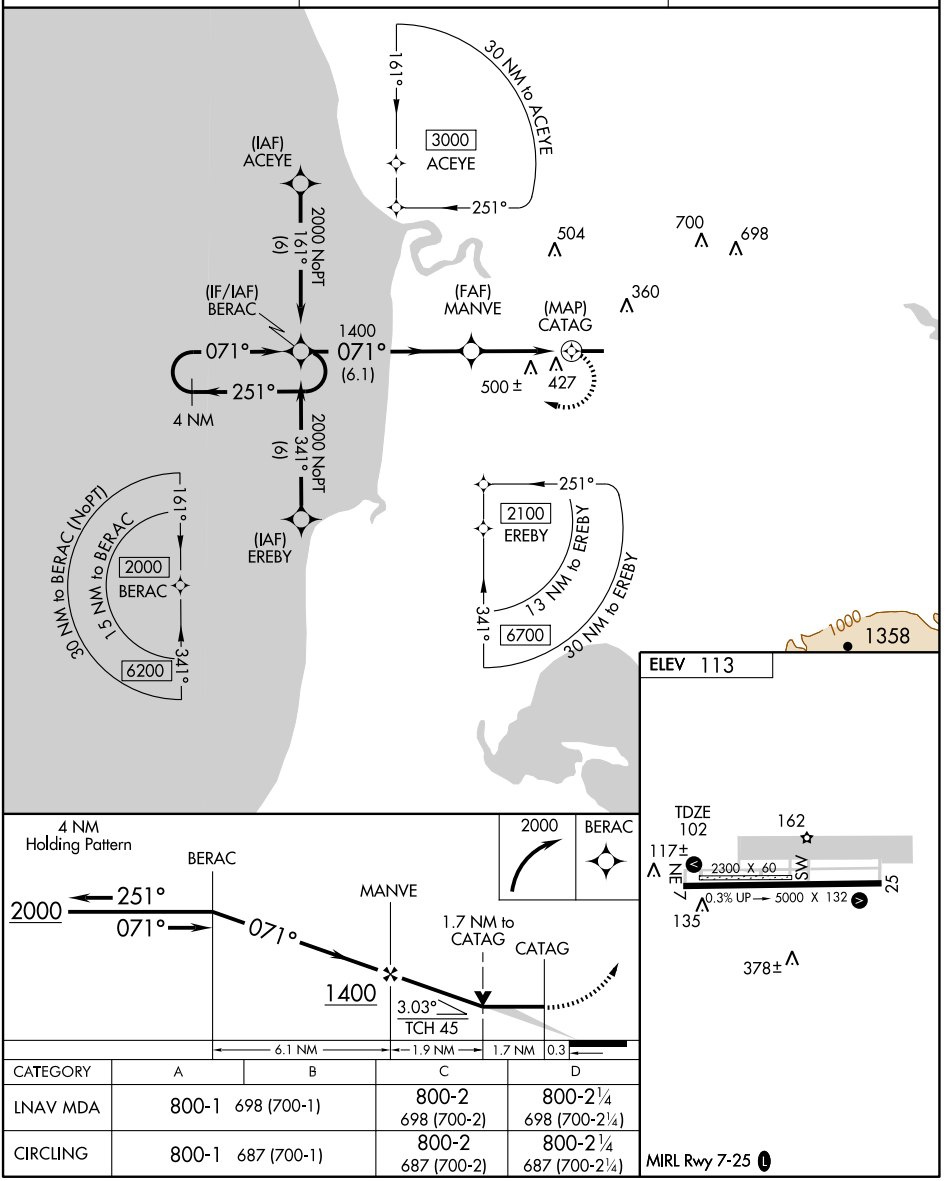
APP CRS	Rwy Idg	5000
071°	TDZE	102
	Apt Elev	113

RNAV (GPS) RWY 7
SOLDOTNA (SXQ)(PASX)

If local altimeter setting not received, use Kenai altimeter setting and increase all MDAs 40 feet. VDP NA when using Kenai altimeter setting. Circling not authorized south of Rwy 7-25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct BERAC and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L



CATEGORY	A	B	C	D
LNAV MDA	800-1 698 (700-1)		800-2 698 (700-2)	800-2¼ 698 (700-2¼)
CIRCLING	800-1 687 (700-1)		800-2 687 (700-2)	800-2¼ 687 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

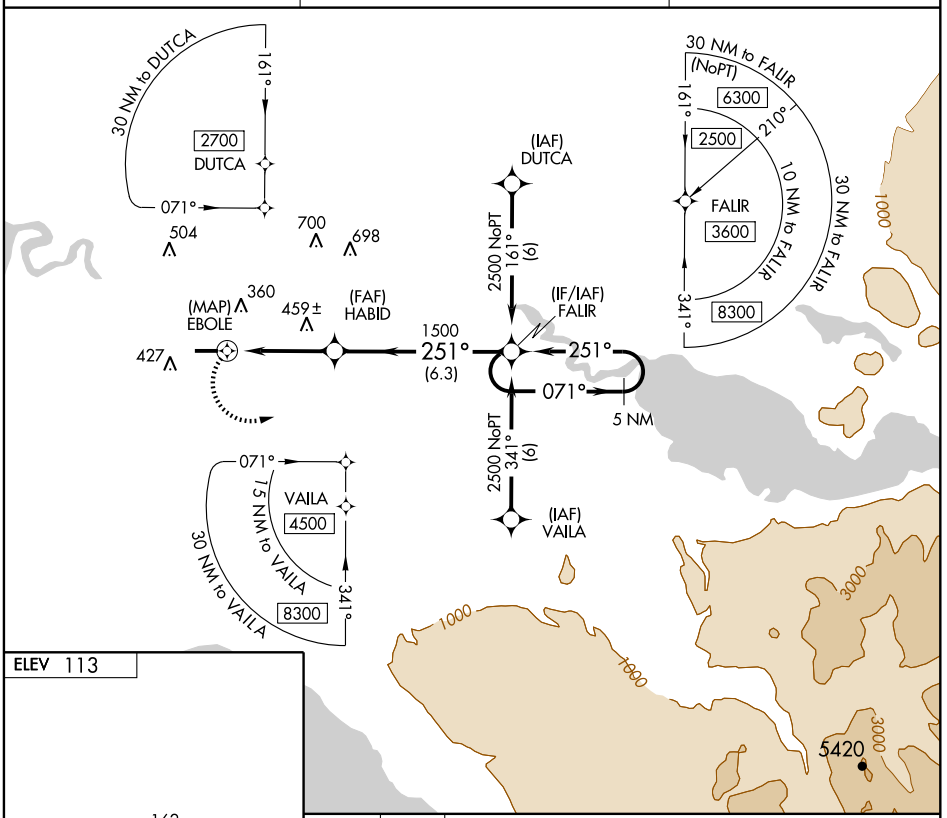
APP CRS	Rwy Idg	5000
251°	TDZE	113
	Apt Elev	113

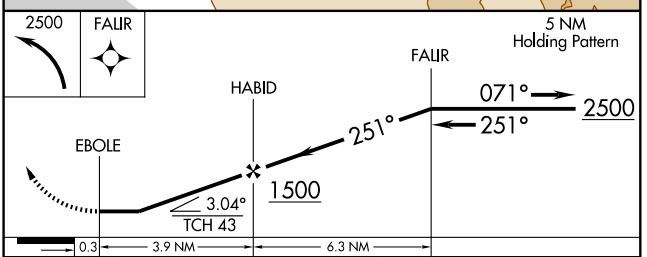
RNAV (GPS) RWY 25
SOLDOTNA (SXQ)(PASX)

If local altimeter setting not received, use Kenai altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. Circling not authorized south of Rwy 7-25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct FALIR and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L





CATEGORY	A	B	C	D
LNAV MDA	720-1 607 (700-1)		720-1¾ 607 (700-1¾)	720-2 607 (700-2)
CIRCLING	720-1 607 (700-1)		720-1¾ 607 (700-1¾)	720-2 607 (700-2)

MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME ENA 117.6 Chan 123	APP CRS 126°	Rwy Idg N/A TDZE N/A Apt Elev 108

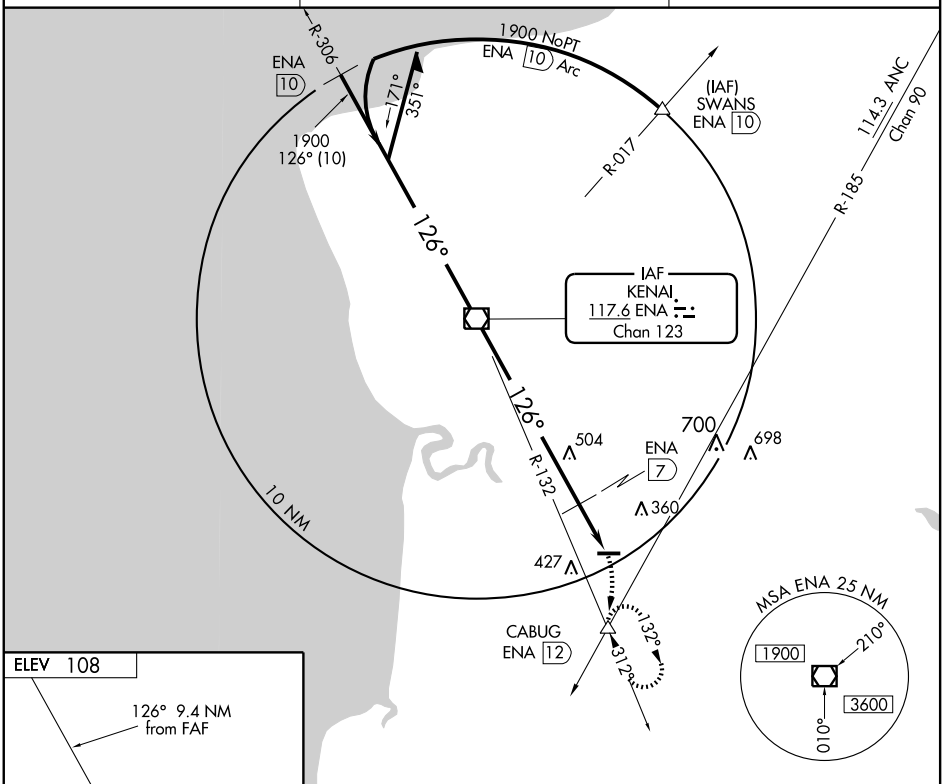
VOR-A

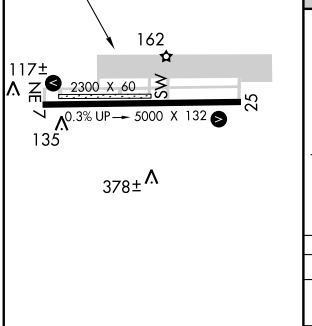
SOLDOTNA (SXQ)(PASX)

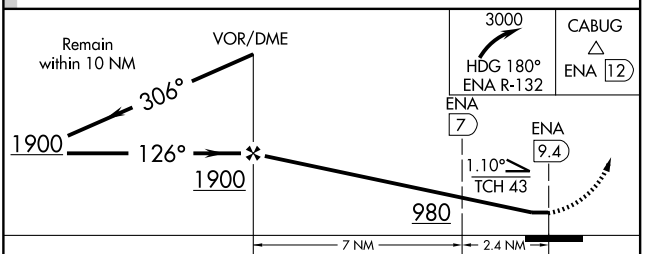
Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3000 via heading 180° and ENA R-132 to CABUG Int and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L







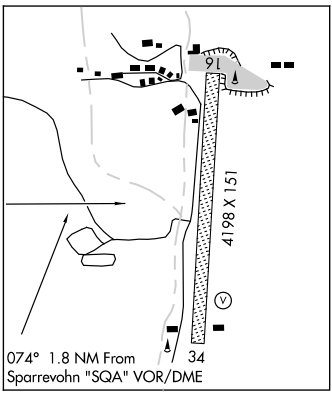
CATEGORY	A	B	C	D
CIRCLING	980-1 872 (900-1)	980-1½ 872 (900-1½)	980-2½ 872 (900-2½)	980-2¾ 872 (900-2¾)
	DME MINIMUMS			
CIRCLING	760-1 652 (700-1)		760-1¾ 652 (700-1¾)	760-2 652 (700-2)

FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

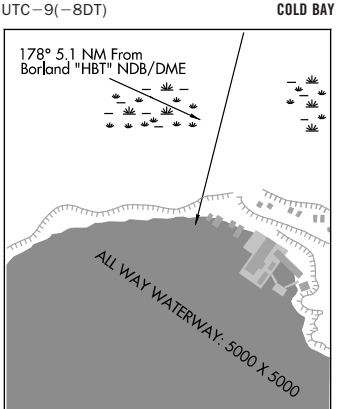
§ **SPARREVOHN LRRS** (SVW) (PASV) 0 S N61°05.83′ W155°34.49′ UTC−9(−8DT) **McGRATH**
AF 1585 L*9 ①, 10 ② 42(GVL) 16–34 **H–1B, 2J, L–3C**
AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡. CLOSED weekends and holidays. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–1244/1157, C907–552–1244/1157. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Contact 11 AF Airfield Mgr for permits 907–552–1448/4176. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy surrounded by mountains. Rwy located on slope of 3302′ mountain. Rwy 34 slope 5.0% up N. Approach from S only, land Rwy 34 only. Successful go-around improbable. Take-off Rwy 16 only. CAUTION: Winds in excess of 20 Kt (radome winds 25 Kt) may produce severe turbulence. Radome winds not always avbl. 60′ overrun S end of rwy. Establish radio contact as soon as possible prior to landing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions.Touchdown elev Rwy 34 is 1360′, ①Rwy 34. VASI GS does not meet terrain clnc criteria except within 1 NM of rwy. ②Rwy 34.

DIAP



WEATHER DATA SOURCES—(AWOS–3 907–731–9001 ext 229).
COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS KENAI ENA–NOTAM PASV)
RADIO —126.2 **(E)**
RCO —122.5 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON—351.8 134.3
RADIO AIDS TO NAVIGATION
(H) VORW/DME 117.2 SQA Chan 119 N61°05.91′ W155°38.07′ 074° 1.7 NM to Fld.2501/18E.
VOR/DME unusable:
009°–019° byd 25 NM blw 12500′
029°–039° byd 25 NM blw 12500′
VOR unusable:
019°–029° byd 16 NM
DME unusable:
019°–028° byd 16 NM
CAIRN MOUNTAIN NDB(HW) 281 CRN N61°06.11′ W155°34.12′ At Fld./18E.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SQUAW HARBOR SEAPLANE** (36H) 0 S N55°14.00′ W160°33.12′ UTC−9(−8DT) **COLD BAY**
00 −50 ALL–WAY
SEAPLANE REMARKS —Unattended. Operating area in Baralof Bay. Unable to beach at high tide. Dock used for acft and boat docking.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM SDP OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



NDB RWY 34

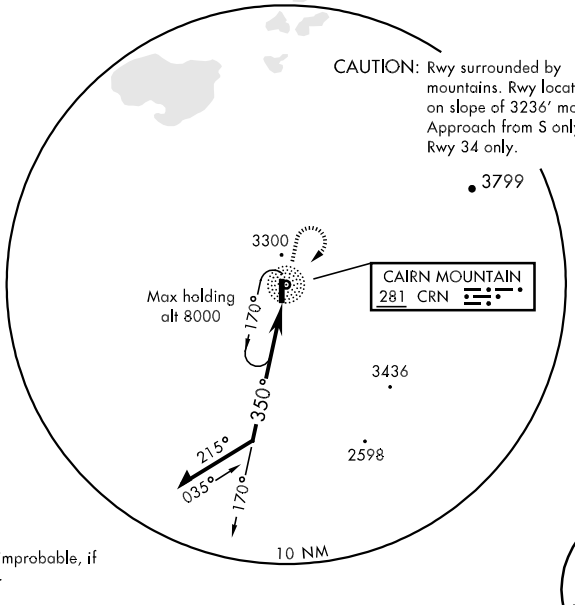
NDB CRN	APCH CRS	Rwy ldg / THRE / Arpt Elev
281	350°	4198 / 1383 / 1585

AL-2332 [USAF] SPARREVOHN LRRS (PASV)

MISSED APPROACH: Climb on track 350° until passing 4200, then turn right climbing to 5500 direct CRN and hold. Climb in holding authorized.

ANCHORAGE CENTER	KENAI RCO	SPARREVOHN RADIO	AWOS-3
134.3 351.8	122.5	126.2	

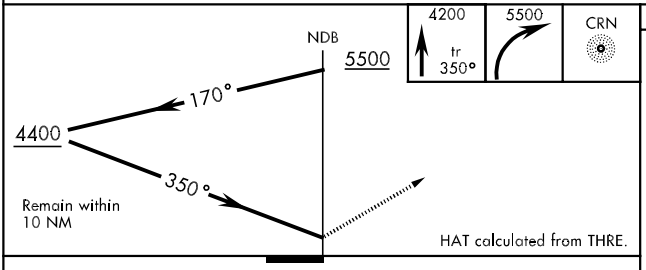
MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.



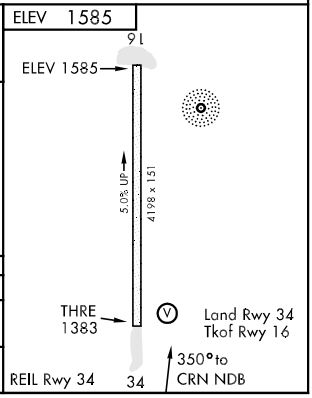
Successful go-around improbable, if initiated past the MAP.

Night operations not authorized.

EMERG SAFE ALT 100 NM 13,500



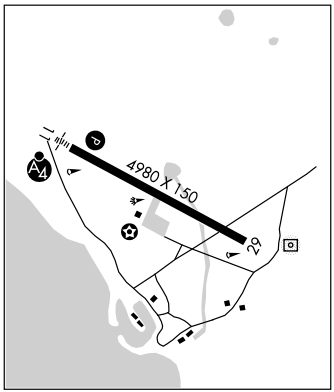
CATEGORY	A	B	C	D
S-34	3520-1¼ 2137 (2000-1¼)	3520-1½ 2137 (2000-1½)	3520-3 2137 (2000-3)	
CIRCLING	NOT AUTHORIZED			



AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **ST GEORGE** (PBV) (PAPB) 4 SW N56°34.64′ W169°39.83′ UTC−9(−8DT) **DUTCH HARBOR**
P 125 BL6, 8, 10①, 12② 50(ASP–GRVD) 11–29 **H–2I, L–2I, 3B**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. North side of rwy soft atmidfield after rain. Large concentrations of seabirds in vcnty of arpt. Pilots are requested to avoid flights blw 1000′ AGL from May 1 through Oct 31 in those areas of St. George Island with active bird populations and coastal sea rookeries. Rwy 11 rgt tfc. ACTIVATE HIRL Rwy 11–29, REIL Rwy 29, MALSF Rwy 11, PAPI Rwy 11, rotating bcn and windsock— CTAF. ①Rwy 29. ②Rwy 11.



WEATHER DATA SOURCES—(ASOS 135.45 907–859–2700).

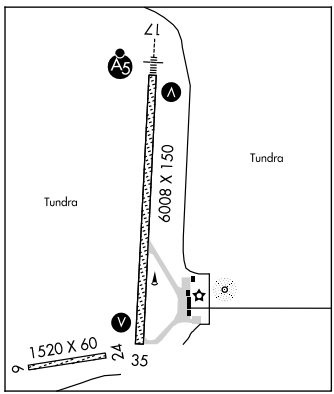
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PBV)
PRIBILOF RCO—122.5 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —339.8 119.1

RADIO AIDS TO NAVIGATION
PRIBILOF NDB(HW/DME) 399 SRI Chan 96 N56°34.44′ W169°38.37′ At Fld. 97/11E.
ILS 110.1 I–PBV Rwy 11. Lczr only. Lczr unusable byd 15° left of course. GS unusable byd 7 NM.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **ST MARY'S** (KSM) (PASM) 4 W N62°03.65′ W163°18.11′ UTC−9 **BETHEL**
P 312 BL4, 5, 6, 9 ①, 60(GVL) 17–35, 06–24 **H–1A, 2I, L–3C**
IAP

AIRPORT REMARKS —Attended Winter 1600–0030Z‡, Summer Mon–Fri 1600–0030Z‡. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 17 slope 0.3% up S. Rwy 24 slope 0.4% up W. Snow and ice removal and airport hazard reporting only performed during duty hrs. Alternate arrangements with arpt manager must be requested in writing. Arpt CLOSED to acft ops which are required to conduct passenger screening. Rwy 24 dsplcd thld marked by standard lights. Rwy subject to drifting snow and poor braking. Condition reports reflect daytime ops only. ACTIVATE HIRL Rwy 17–35 and MIRL Rwy 06–24. VASI Rwy 17 and Rwy 35. MALSR Rwy 17–CTAF. ①Rwy 17, TCH 51′. GS 3.0°. Rwy 35, TCH 33′. GS 3.0°.



WEATHER DATA SOURCES —(AWOS–3 128.7 907–438–2135) (TWEB SMA 230) (WX CAM).

COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS KENAI ENA–NOTAM KSM)
RCO —122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —124.0

AIRSPACE: CLASS E svc 1500–0859Z‡ other time CLASS G.

RADIO AIDS TO NAVIGATION
NDB(HW–SAB) 230 SMA N62°03.50′ W163°17.50′ At Fld./15E. **TWEB.**
ILS/DME 109.1 I–SMA Chan 28 Rwy 17.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

ILS RWY 11

ST GEORGE (PBV) (PAPB)

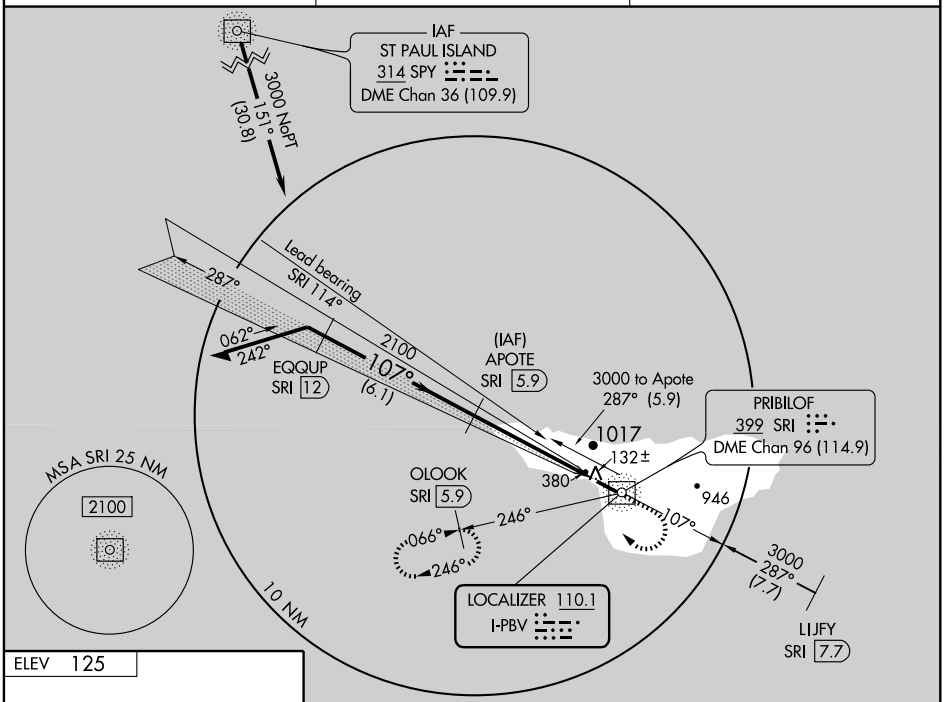
LOC I-PBV	APP CRS	Rwy Idg	4980
110.1	107°	TDZE	125
		Apt Elev	125

DME from SRI NDB/DME. Simultaneous reception of I-PBV and SRI DME required.

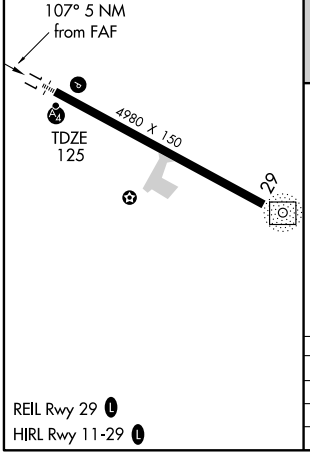
MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via SRI NDB/DME 246° bearing to OLOOK/SRI 5.9 DME and hold, continue climb in hold to 3000.

ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 L

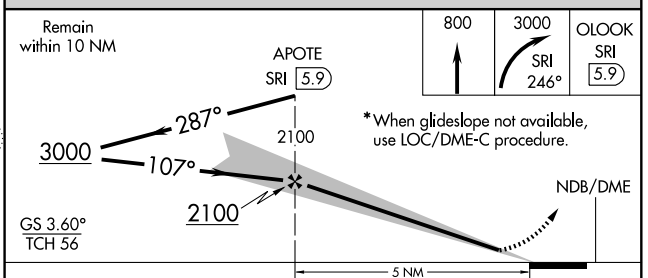


ADF and DME REQUIRED



REIL Rwy 29 L

HIRL Rwy 11-29 L



CATEGORY	A	B	C	D
S-ILS 11*	525-1¼ 400 (400-1¼)			NA
S-LOC 11	NA			
CIRCLING	NA			

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC I-PBV	APP CRS	Rwy Idg N/A TDZE N/A Apt Elev 125
110.1	107°	

LOC/DME-C

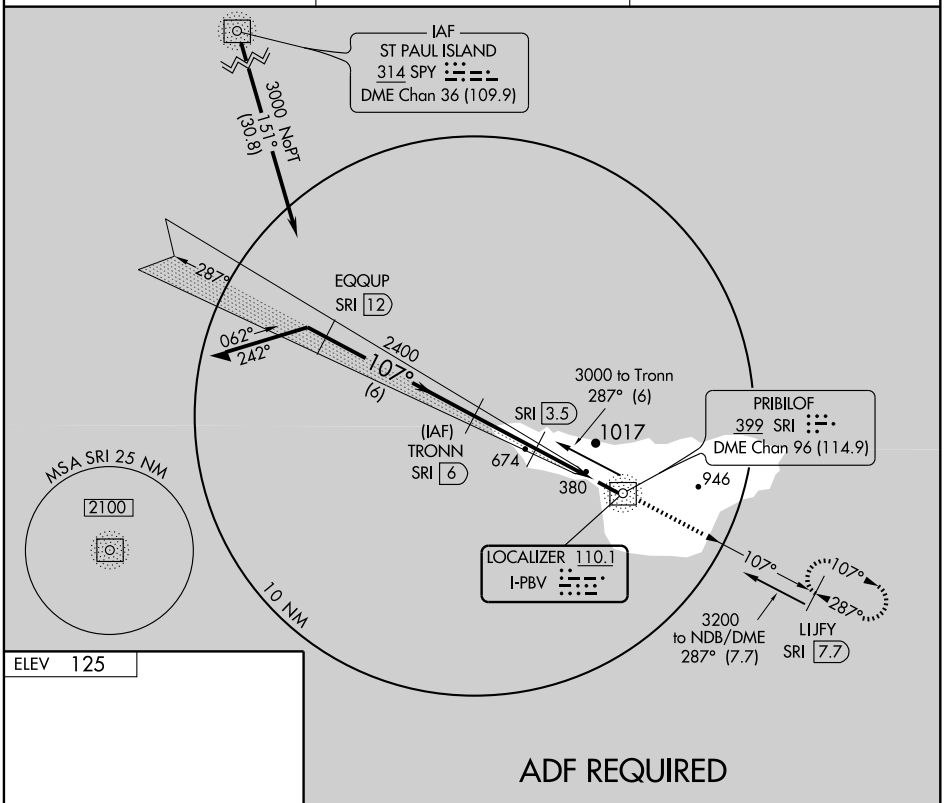
ST GEORGE (PBV) (PAPB)

Circling not authorized north of Rwy 11-29.
DME from SRI NDB/DME.
Simultaneous reception of I-PBV and SRI DME required.

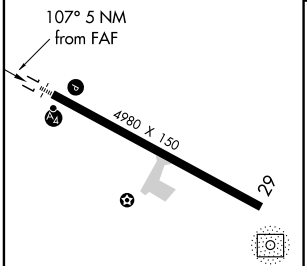
MALSF

MISSED APPROACH: Climb to 3200 via SRI bearing 107° to LIJFY and hold.

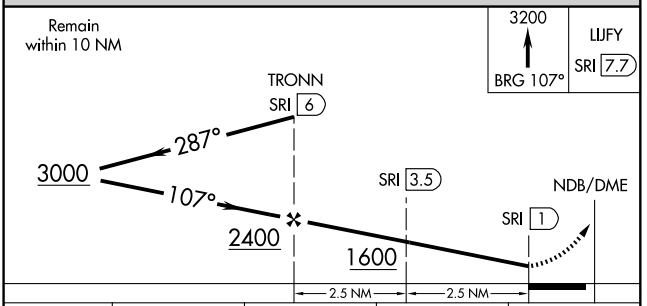
ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 L



ELEV 125



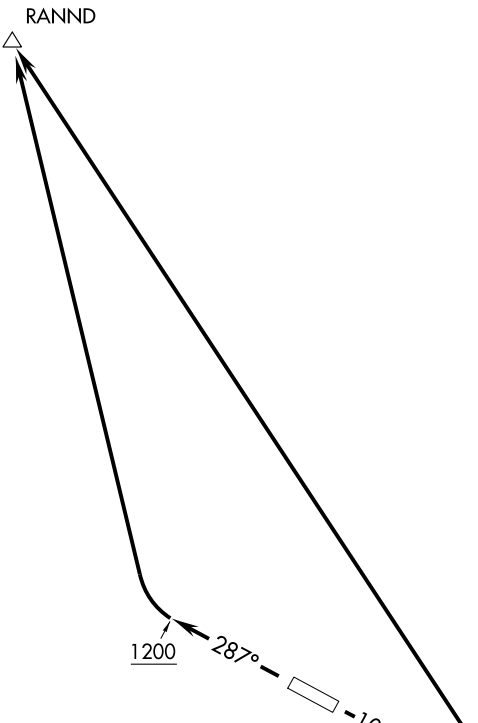
REIL Rwy 29 L
HIRL Rwy 11-29 L



CATEGORY	A	B	C	D
CIRCLING	800-1 675 (700-1)	880-1¼ 755 (800-1¼)	1000-2½ 875 (900-2½)	1000-2¾ 875 (900-2¾)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

ANCHORAGE CENTER
119.1 339.8
KENAI RADIO 122.5
CTAF 122.8 L
ASOS 135.45



NOTE: GPS Required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS:
Rwy 11: Standard with minimum climb of 454 feet per NM to 1100
or 700-3 with a minimum climb of 311 feet per NM to 1200.
Rwy 29: Standard with minimum climb of 690 feet per NM to 1200
or 800-3 with a minimum climb of 300 feet per NM to 1200.

TAKE-OFF OBSTACLES:
Rwy 29: Terrain beginning 102′ from DER, 43′ right of centerline, up to 260′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Climb heading 107° to 1100 then climbing left turn to 4800 or ATC assigned altitude direct RANND.
TAKE-OFF RWY 29: Climb heading 287° to 1200 then climbing right turn to 4800 or ATC assigned altitude direct RANND.

AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS)-B

ST GEORGE (PBV) (PAPB)

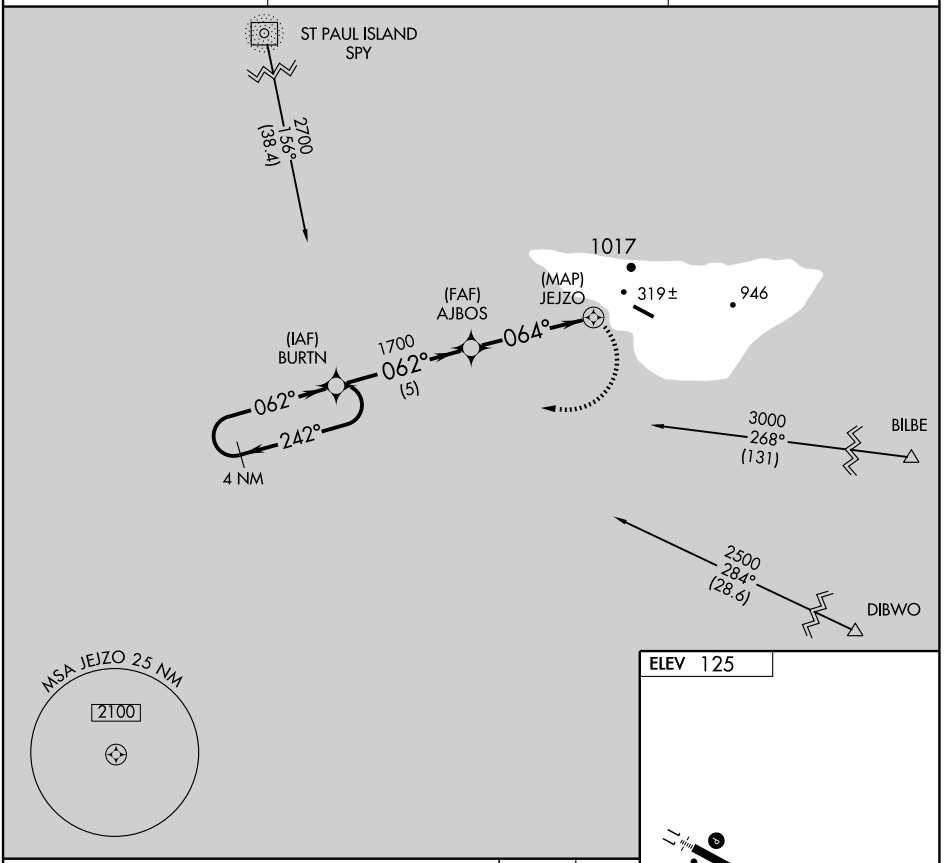
APP CRS	Rwy Idg	N/A
064°	TDZE	N/A
	Apt Elev	125

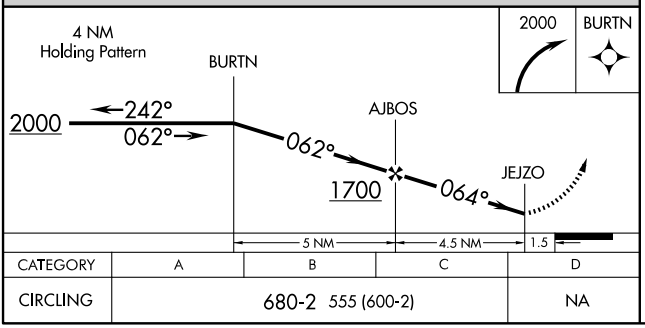
Circling not authorized northeast of rwy 11-29.
Circling not authorized southeast of rwy 29 threshold.
Procedure not authorized at night.

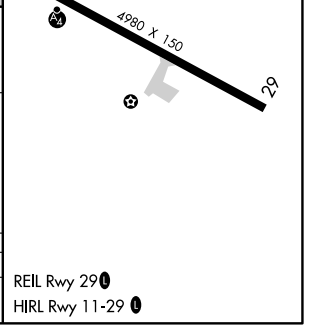
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 L







CATEGORY	A	B	C	D
CIRCLING	680-2 555 (600-2)			NA

REIL Rwy 29 L
HIRL Rwy 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS)-D

ST GEORGE (PBV) (PAPB)

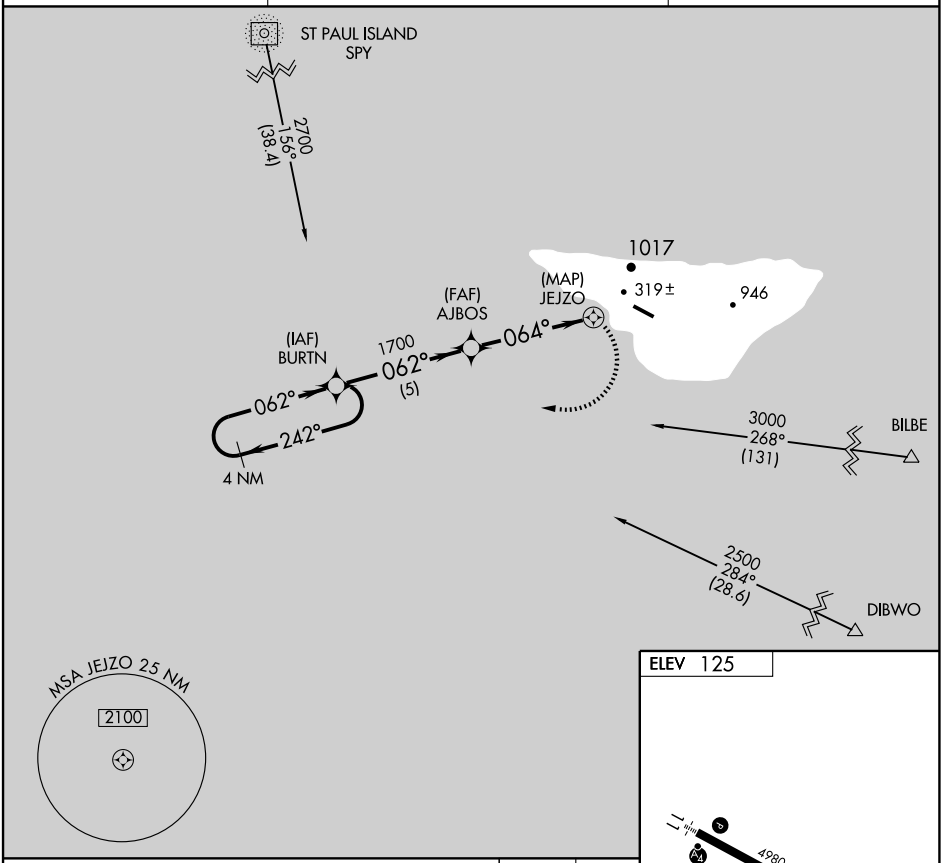
APP CRS	Rwy Idg	N/A
064°	TDZE	N/A
	Apt Elev	125

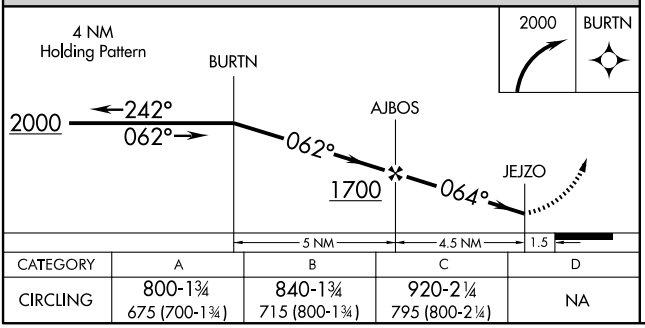
Circling not authorized northeast of rwy 11-29.

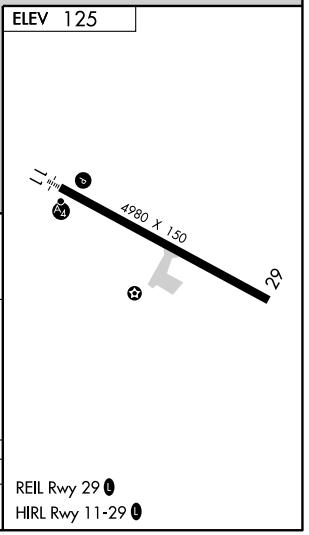
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 L







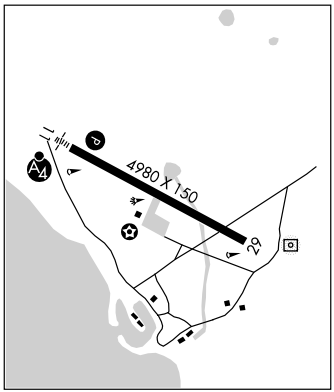
CATEGORY	A	B	C	D
CIRCLING	800-1¾ 675 (700-1¾)	840-1¾ 715 (800-1¾)	920-2¼ 795 (800-2¼)	NA

REIL Rwy 29 L
HIRL Rwy 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **ST GEORGE** (PBV) (PAPB) 4 SW N56°34.64′ W169°39.83′ UTC−9(−8DT) **DUTCH HARBOR**
P 125 BL6, 8, 10①, 12② 50(ASP–GRVD) 11–29 **H–2I, L–2I, 3B**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. North side of rwy soft atmidfield after rain. Large concentrations of seabirds in vcnty of arpt. Pilots are requested to avoid flights blw 1000′ AGL from May 1 through Oct 31 in those areas of St. George Island with active bird populations and coastal sea rookeries. Rwy 11 rgt tfc. ACTIVATE HIRL Rwy 11–29, REIL Rwy 29, MALSF Rwy 11, PAPI Rwy 11, rotating bcn and windsock— CTAF. ①Rwy 29. ②Rwy 11.



WEATHER DATA SOURCES—(ASOS 135.45 907–859–2700).

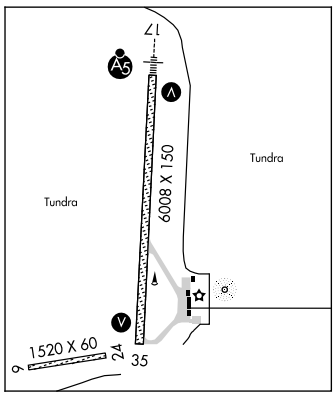
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM PBV)
PRIBILOF RCO—122.5 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —339.8 119.1

RADIO AIDS TO NAVIGATION
PRIBILOF NDB(HW/DME) 399 SRI Chan 96 N56°34.44′ W169°38.37′ At Fld. 97/11E.
ILS 110.1 I–PBV Rwy 11. Lczr only. Lczr unusable byd 15° left of course. GS unusable byd 7 NM.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **ST MARY'S** (KSM) (PASM) 4 W N62°03.65′ W163°18.11′ UTC−9 **BETHEL**
P 312 BL4, 5, 6, 9 ①, 60(GVL) 17–35, 06–24 **H–1A, 2I, L–3C**
IAP

AIRPORT REMARKS —Attended Winter 1600–0030Z‡, Summer Mon–Fri 1600–0030Z‡. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 17 slope 0.3% up S. Rwy 24 slope 0.4% up W. Snow and ice removal and airport hazard reporting only performed during duty hrs. Alternate arrangements with arpt manager must be requested in writing. Arpt CLOSED to acft ops which are required to conduct passenger screening. Rwy 24 dsplcd thld marked by standard lights. Rwy subject to drifting snow and poor braking. Condition reports reflect daytime ops only. ACTIVATE HIRL Rwy 17–35 and MIRL Rwy 06–24. VASI Rwy 17 and Rwy 35. MALSR Rwy 17–CTAF. ①Rwy 17, TCH 51′. GS 3.0°. Rwy 35, TCH 33′. GS 3.0°.



WEATHER DATA SOURCES —(AWOS–3 128.7 907–438–2135) (TWEB SMA 230) (WX CAM).

COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS KENAI ENA–NOTAM KSM)
RCO —122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —124.0

AIRSPACE: CLASS E svc 1500–0859Z‡ other time CLASS G.

RADIO AIDS TO NAVIGATION
NDB(HW–SAB) 230 SMA N62°03.50′ W163°17.50′ At Fld./15E. **TWEB.**
ILS/DME 109.1 I–SMA Chan 28 Rwy 17.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

LOC/DME I-SMA	APP CRS	Rwy Idg	6008
109.1	167°	TDZE	302
Chan 28		Apt Elev	312

LOC/DME RWY 17

ST MARY'S (KSM)(PASM)

▼ When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet.
▲ Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2600 via heading 025° and I-SMA north course to SAWNY/I-SMA 6.2 DME and hold, continue climb-in-hold to 2600.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3 L ★

Procedure NA for arrivals at ENM VOR/DME via V510 westbound.

IAF EMMONAK 117.8 ENM Chan 125

3100 NoPT 119° (46.2)

(IAF) JOHNI I-SMA 24.6

3300 NoPT to YOZMO 167° (12.4)

1630

347°

122°

302°

10 NM

(IF) YOZMO I-SMA 12.2

2000

167°

(6)

(IAF) SAWNY I-SMA 6.2

474±

347°

3000 to SAWNY 345° (5.9)

868

MSA SMA 25 NM

2900

COPMI I-SMA 1.5

303±

638

ST MARYS 230 SMA

LOCALIZER 109.1 I-SMA Chan 28

3000 to SMA NDB 310° (48)

MARSI BET 40

ELEV 312

167° 5.1 NM from FAF

315±

TDZE 302

0.3% UP

6008 X 150

0.4% UP

1520 X 60

9

24

35

HIRL Rwy 17-35 L

MIRL Rwy 6-24 L

800	2600	SAWNY I-SMA 6.2
	HDG 025°	

SAWNY I-SMA 6.2

Remain within 10 NM

347°

2600

167°

2000

COPMI I-SMA 1.5

3.05°

TCH 51

0.4 4.7 NM

CATEGORY	A	B	C	D
S-17	560-1 258 (300-1)			
CIRCLING	820-1 508 (600-1)		820-1½ 508 (600-1½)	880-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB SMA	APP CRS	Rwy Idg	6008
230	007°	TDZE	308
		Apt Elev	312

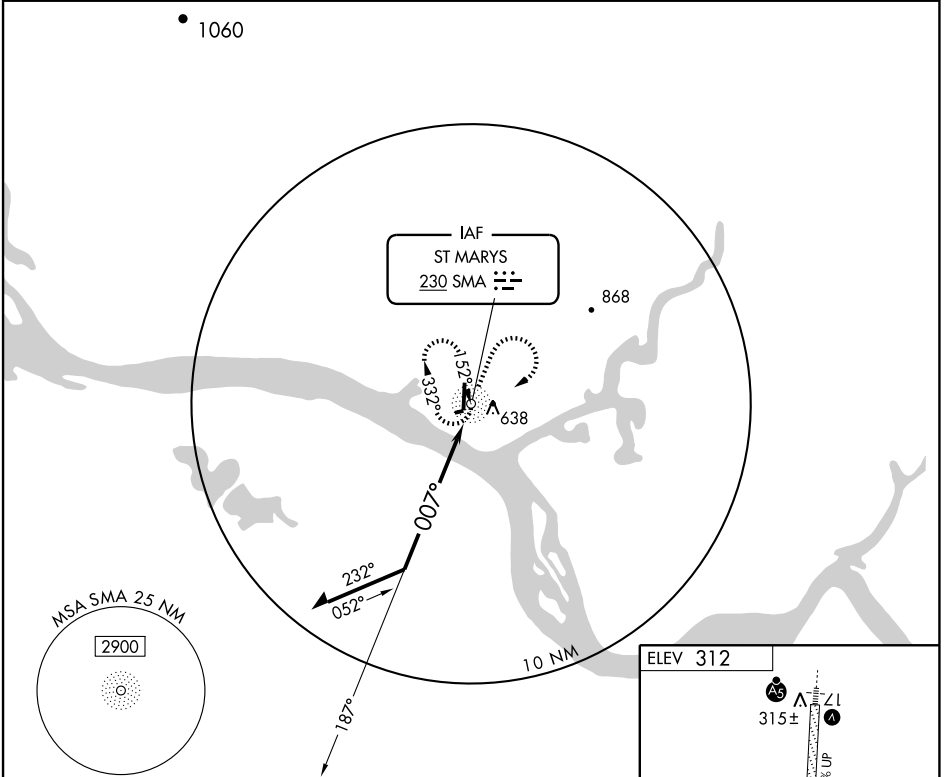
NDB RWY 35

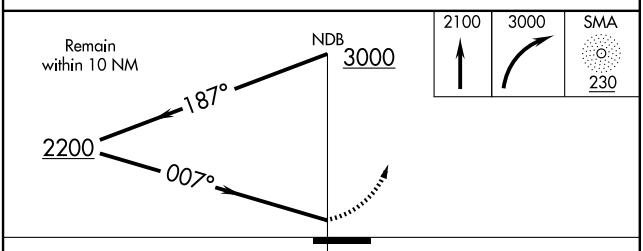
ST MARY'S (KSM)(PASM)

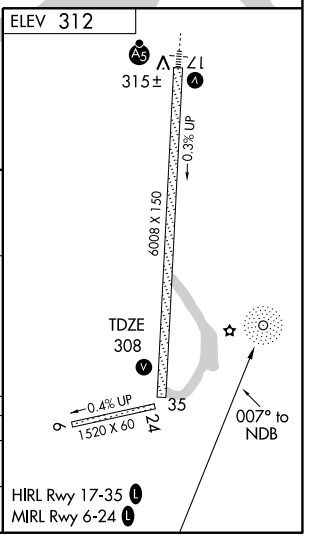
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile. Circling to Rwy 6 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct SMA NDB and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3 L ★







CATEGORY	A	B	C	D
S-35	1080-1 772 (800-1)	1080-1¼ 772 (800-1¼)	1080-2¼ 772 (800-2¼)	1080-2½ 772 (800-2½)
CIRCLING	1080-1 768 (800-1)	1080-1¼ 768 (800-1¼)	1080-2¼ 768 (800-2¼)	1080-2½ 768 (800-2½)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 17

ST MARY'S (KSM)(PASM)

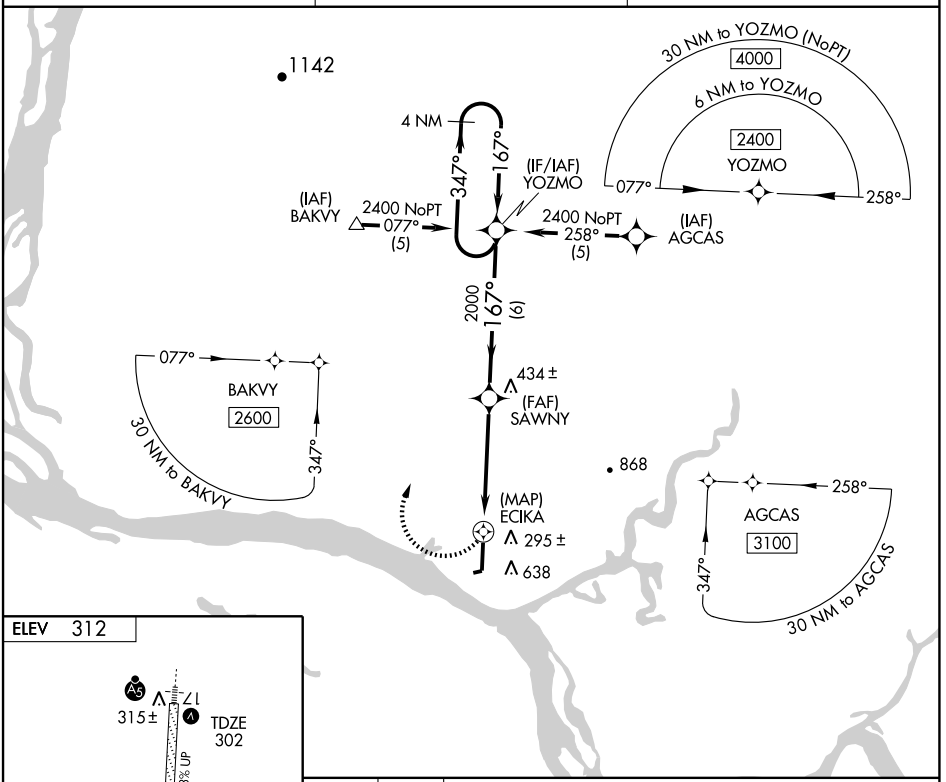
APP CRS	Rwy Idg	6008
167°	TDZE	302
	Apt Elev	312

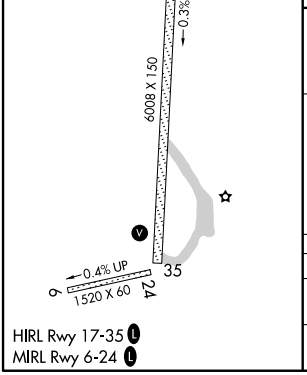
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile. VDP NA when using Mountain Village altimeter setting. DME/DME RNP-0.3 NA. Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply.

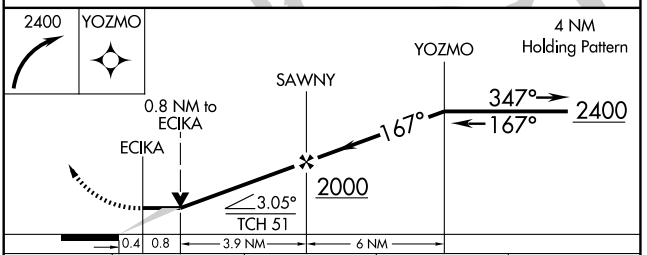
MALSR

MISSED APPROACH: Climbing right turn to 2400 direct YOZMO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3







CATEGORY	A	B	C	D
LNAV MDA	720-1 418 (500-1)		720-1¼ 418 (500-1¼)	
CIRCLING	820-1 508 (600-1)		820-1½ 508 (600-1½)	880-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6008
347°	TDZE	308
	Apt Elev	312

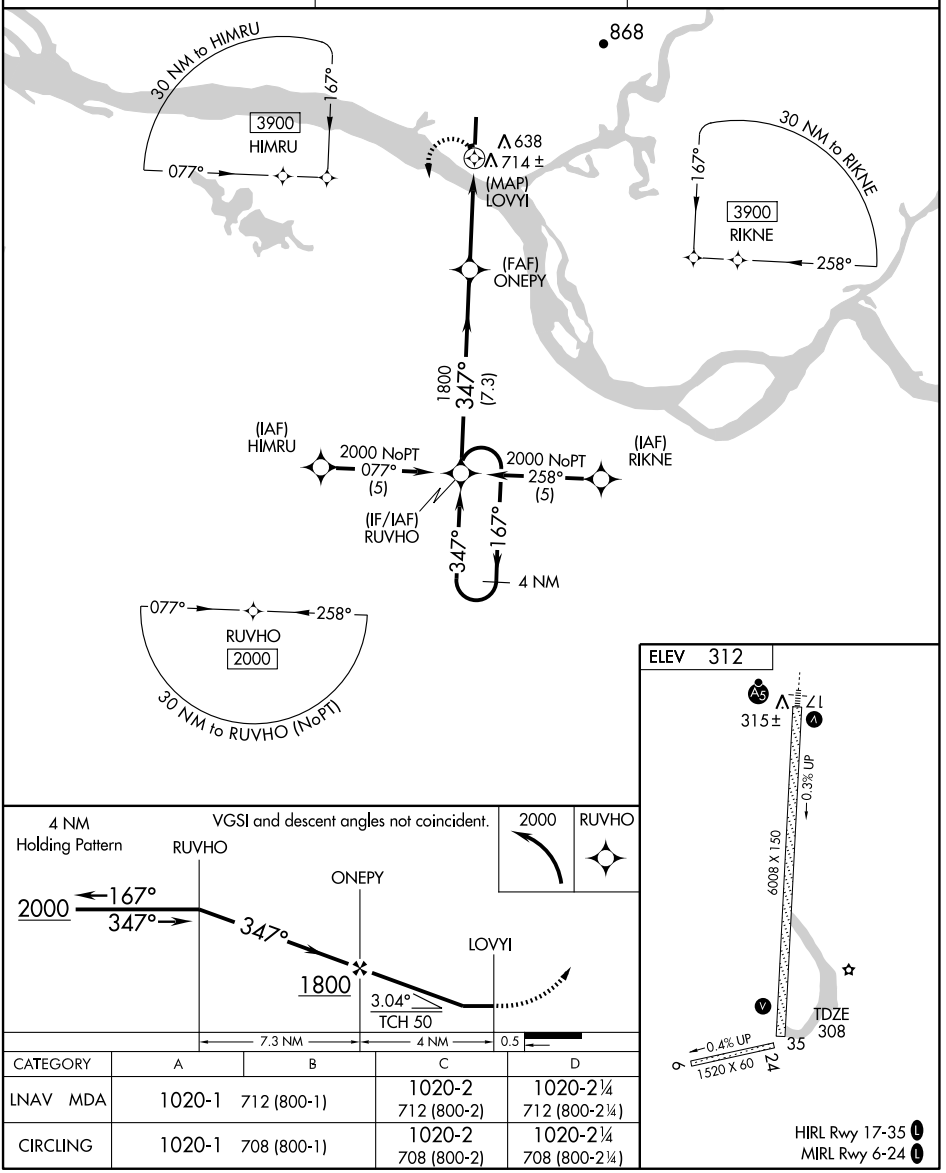
RNAV (GPS) Y RWY 35

ST MARY'S (KSM)(PASM)

When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile.
Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct RUVHO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3



CATEGORY	A	B	C	D
LNAV MDA	1020-1	712 (800-1)	1020-2 712 (800-2)	1020-2¼ 712 (800-2¼)
CIRCLING	1020-1	708 (800-1)	1020-2 708 (800-2)	1020-2¼ 708 (800-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6008
CH 86506	167°	TDZE 302
W17A		Apt Elev 312

RNAV (GPS) Z RWY 17

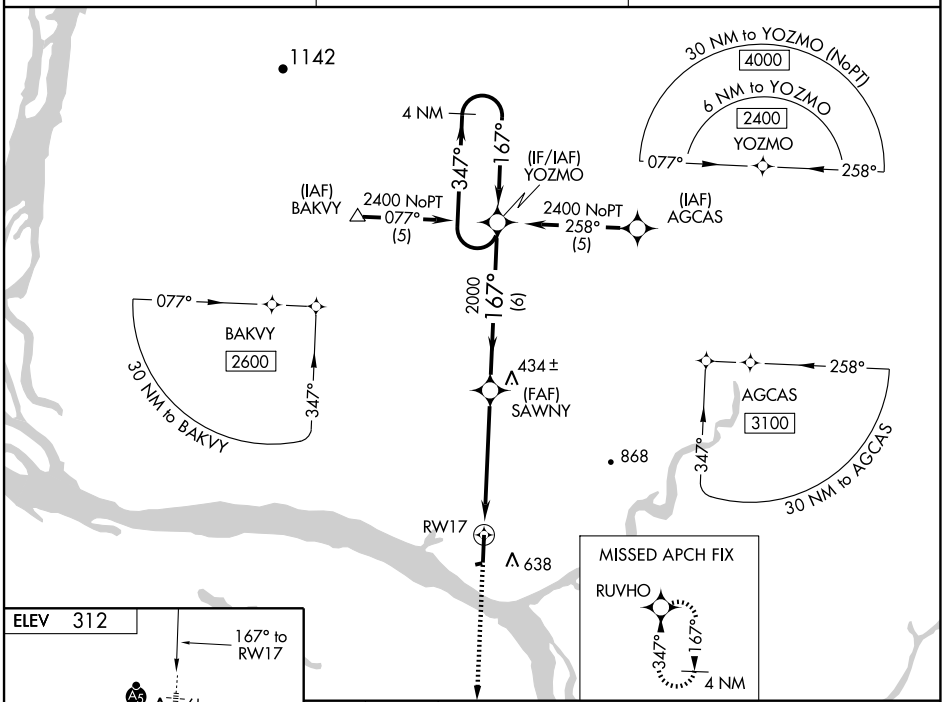
ST MARY'S (KSM)(PASM)

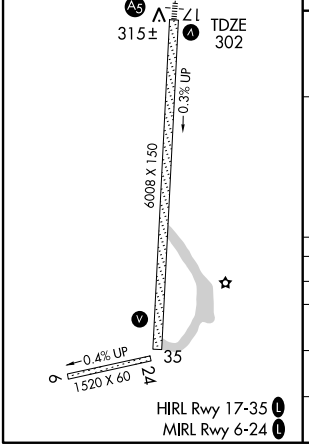
When local altimeter setting not received, use Mountain Village altimeter setting and increase all DAs 29 feet and MDAs 40 feet. VDP NA when using Mountain Village altimeter setting. Baro-VNAV NA when using Mountain Village altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply. DME/DME RNP-0.3 NA.

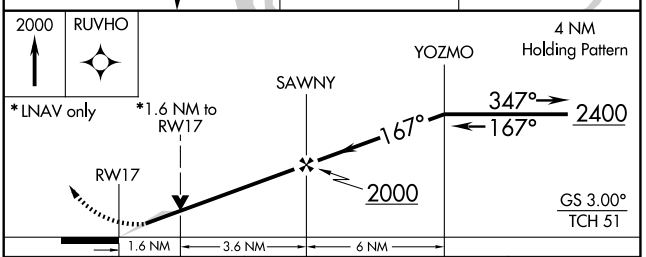
MALSR

MISSED APPROACH: Climb to 2000 direct RUVHO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3







CATEGORY	A	B	C	D
LPV DA	557-1	255 (300-1)		
LNAV/VNAV DA	717-1½	415 (500-1½)		
LNAV MDA	840-1	538 (600-1)	840-1½ 538 (600-1½)	840-1¾ 538 (600-1¾)
CIRCLING	840-1	528 (600-1)	840-1½ 528 (600-1½)	880-2 568 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 6008
CH 90406	347°	TDZE 308
W35A		Apt Elev 312

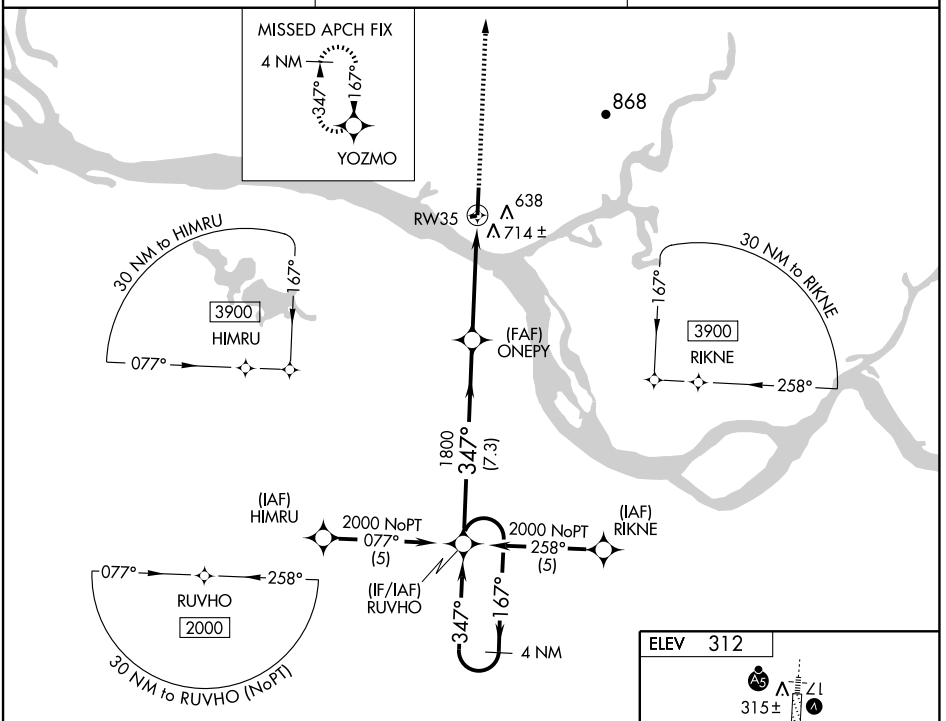
RNAV (GPS) Z RWY 35

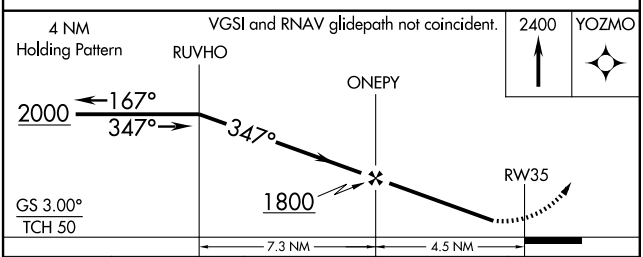
ST MARY'S (KSM)(PASM)

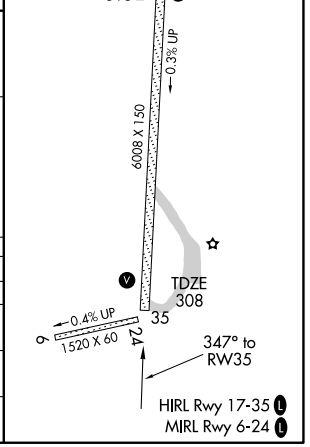
When local altimeter setting not received, use Mountain Village altimeter setting and increase all DAs 29 feet, all MDAs 40 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Mountain Village altimeter setting. For Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct YOZMO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3







CATEGORY	A	B	C	D
LPV DA		558-1	250 (300-1)	
LNAV/VNAV DA		1181-3	873 (900-3)	
LNAV MDA	1020-1	712 (800-1)	1020-2 712 (800-2)	1020-2¼ 712 (800-2¼)
CIRCLING	1020-1	708 (800-1)	1020-2 708 (800-2)	1020-2¼ 708 (800-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

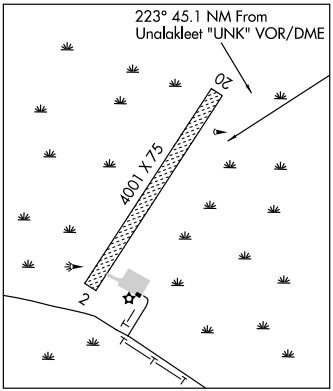
§ **ST MICHAEL** (SMK) (PAMK) 2 W N63°29.40′ W162°06.62′ UTC−9(−8DT) **BETHEL**
98 BL4 40(GVL) 02–20 **H–1A, 2J, L–3C**
IAP

AIRPORT REMARKS —Unattended. Condition not monitored, recommend visual inspection prior to landing. Rwy 02–20 slopes up northeast to southwest. Rwy 02 thld 32″ higher. Rwy 20 slope 0.8% up. ACTIVATE MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES—(ASOS 119.275 907–923–6480) (WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)
UNALAKLEET RCO —122.3 (NOME FSS)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** —135.7

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **ST PAUL ISLAND** (SNP) (PASN) 3 NE N57°10.04′ W170°13.23′ UTC−9(−8DT) **DUTCH HARBOR**
P 63 BL5, 6, 8, 12 ① 65(ASP–GRVD) 18–36 **H–2I, L–2I, 3B**
IAP

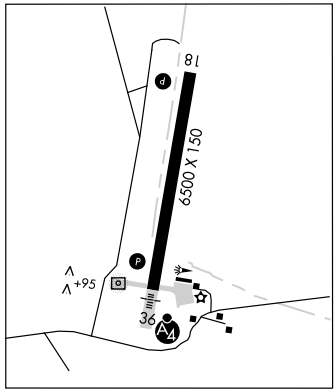
AIRPORT REMARKS —Unattended. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. 625′ lighted twr one mile SW. 45′ twr 350′ West and 1000′ North threshold Rwy 36 lighted. Rwy 36 slope 0.5% up N. Rwy 36 rgt tfc. Maintenance duty hrs 1700–0200Z‡. Rwy 18–36 1000′ safety area on north and south end. ACTIVATE HIRL Rwy 18–36, MALSF Rwy 36, PAPI Rwy 18 and Rwy 36—CTAF. ①Rwy 18, TCH 32′ GS 3.0° Rwy 36, TCH 32′. GS 3.0°.

WEATHER DATA SOURCES—(ASOS 135.75 907–546–2324) (WX CAM).

COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS KENAI ENA–NOTAM SNP)
RCO —122.45 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —339.8 119.1

RADIO AIDS TO NAVIGATION
NDB/DME(HW) 314 SPY Chan 36 N57°09.47′ W170°13.86′ At Fld.43/10E. DME Chan 36 paired with VHF Freq 109.9.
DME portion unusable:
015°–035° beyond 15 NM below 9000′
215°–280° beyond 25 NM below 8000′
280°–015° beyond 20 NM below 9000′
ILS/DME 109.9 I–PAU Rwy 36. Localizer Rwy 36 unusable byd 25° left and right of course.

RADIO/NAV/WEATHER REMARKS For a toll free call to Kenai FSS dial 1–866–864–1737. National Weather Service observers are avbl 24 hrs to augment automated weather on freq. 122.0.



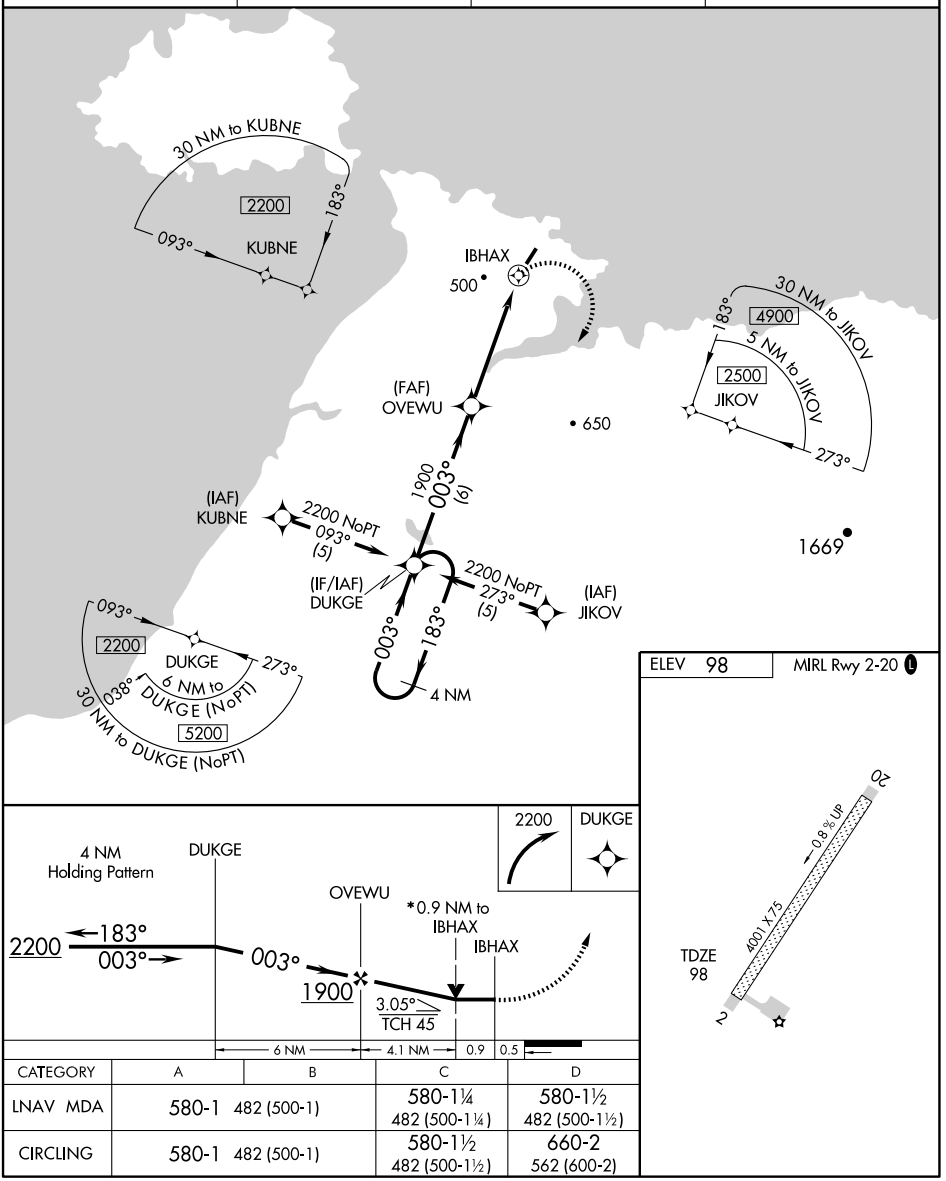
APP CRS	Rwy Idg	4001
003°	TDZE	98
	Apt Elev	98

RNAV (GPS) RWY 2
ST MICHAEL (SMK) (PAMK)

If local altimeter setting not received, use Unalakleet altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
* VDP NA with Unalakleet altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct DUKGE and hold.

ASOS	ANCHORAGE CENTER	NOME RADIO	UNICOM
119.275	124.0	122.30	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 482 (500-1)		580-1¼ 482 (500-1¼)	580-1½ 482 (500-1½)
CIRCLING	580-1 482 (500-1)		580-1½ 482 (500-1½)	660-2 562 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS CH 93602 W20A	APP CRS 196°	Rwy Idg 4001 TDZE 88 Apt Elev 98

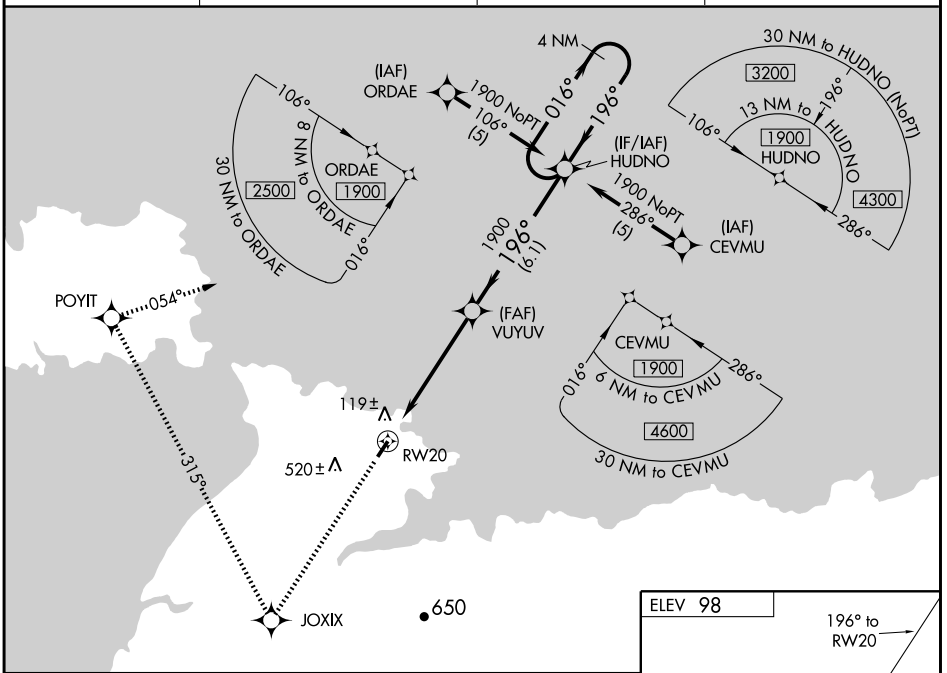
RNAV (GPS) RWY 20

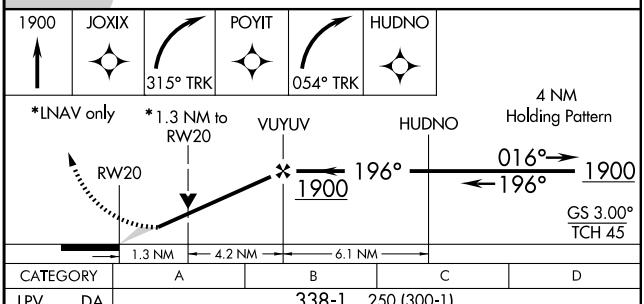
ST MICHAEL (SMK) (PAMK)

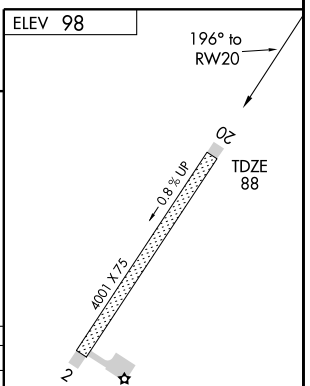
If local altimeter setting not received, use Unalakleet altimeter setting and increase all DAs/MDAs 120 feet. Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Unalakleet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (120°F). VDP NA with Unalakleet altimeter setting.

MISSED APPROACH: Climb to 1900 direct JOXIX and right turn via 315° track to POYIT and right turn via 054° track to HUDNO and hold.

ASOS	ANCHORAGE CENTER	NOME RADIO	UNICOM
119.275	124.0	122.30	122.8 (CTAF) L





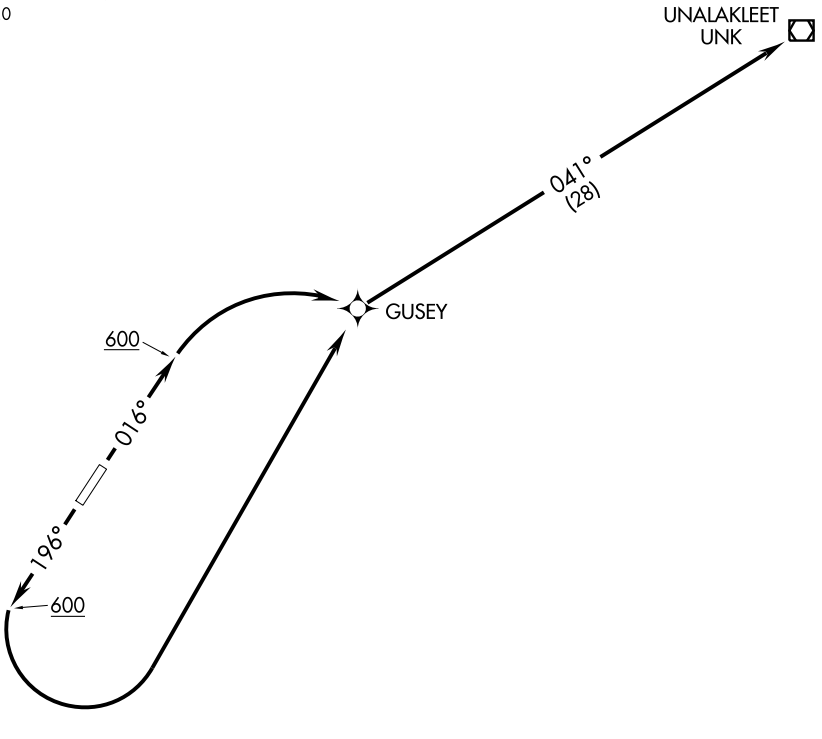


CATEGORY	A	B	C	D
LPV DA	338-1	250 (300-1)		
LNAV/VNAV DA	452-1¼	364 (400-1¼)		
LNAV MDA	520-1 432 (500-1)		520-1¼ 432 (500-1¼)	520-1½ 432 (500-1½)
CIRCLING	520-1 422 (500-1)	560-1 462 (500-1)	560-1½ 462 (500-1½)	660-2 562 (600-2)

MIRL Rwy 2-20 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

UNALAKLEET ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS
Rwy 2, 20: Standard.

TAKE-OFF OBSTACLE NOTES
Rwy 2: Tree 36′ from DER, 377′ right of centerline, 20′ AGL / 83′ MSL.
Rwy 20: Terrain beginning 2′ to 2276′ from DER, 51′ to 966′ right of centerline, up to 151′ MSL.
Terrain beginning 110′ to 917′ from DER, 13′ to 533′ left of centerline, up to 119′ MSL.
Tree 1779′ from DER, 504′ right of centerline, 20′ AGL / 219′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb via heading 016° to 600, then climbing right turn to 3000 direct GUSEY, thence . . .
TAKE-OFF RUNWAY 20: Climb via heading 196° to 600, then climbing left turn to 3000 direct GUSEY, thence . . .
. . . from GUSEY proceed via track 041° to UNK VOR/DME. Maintain 3500 or ATC assigned altitude.

AK, 23 SEP 2010 to 18 NOV 2010

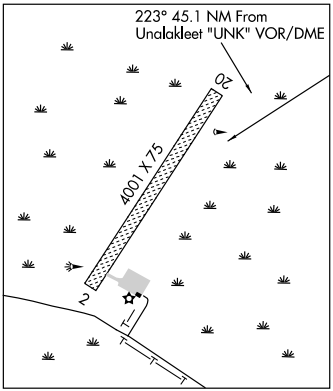
§ **ST MICHAEL** (SMK) (PAMK) 2 W N63°29.40′ W162°06.62′ UTC−9(−8DT) **BETHEL**
98 BL4 40(GVL) 02–20 **H–1A, 2J, L–3C**
IAP

AIRPORT REMARKS —Unattended. Condition not monitored, recommend visual inspection prior to landing. Rwy 02–20 slopes up northeast to southwest. Rwy 02 thld 32″ higher. Rwy 20 slope 0.8% up. ACTIVATE MIRL Rwy 02–20—CTAF.

WEATHER DATA SOURCES—(ASOS 119.275 907–923–6480) (WX CAM).

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM OME OT CTC FAIRBANKS FAI)
UNALAKLEET RCO —122.3 (NOME FSS)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** —135.7

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



§ **ST PAUL ISLAND** (SNP) (PASN) 3 NE N57°10.04′ W170°13.23′ UTC−9(−8DT) **DUTCH HARBOR**
P 63 BL5, 6, 8, 12 ① 65(ASP–GRVD) 18–36 **H–2I, L–2I, 3B**
IAP

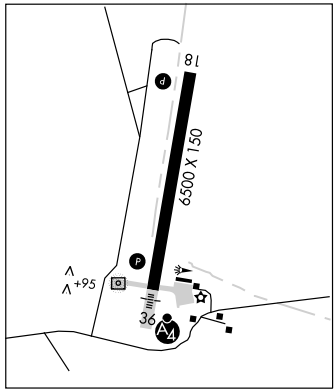
AIRPORT REMARKS —Unattended. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 10 NM of the arpt when approaching to land. 625′ lighted twr one mile SW. 45′ twr 350′ West and 1000′ North threshold Rwy 36 lighted. Rwy 36 slope 0.5% up N. Rwy 36 rgt tfc. Maintenance duty hrs 1700–0200Z‡. Rwy 18–36 1000′ safety area on north and south end. ACTIVATE HIRL Rwy 18–36, MALSF Rwy 36, PAPI Rwy 18 and Rwy 36—CTAF. ①Rwy 18, TCH 32′ GS 3.0° Rwy 36, TCH 32′. GS 3.0°.

WEATHER DATA SOURCES—(ASOS 135.75 907–546–2324) (WX CAM).

COMMUNICATIONS—(CTAF 122.3) (TIE–IN FSS KENAI ENA–NOTAM SNP)
RCO —122.45 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —339.8 119.1

RADIO AIDS TO NAVIGATION
NDB/DME(HW) 314 SPY Chan 36 N57°09.47′ W170°13.86′ At Fld.43/10E. DME Chan 36 paired with VHF Freq 109.9.
DME portion unusable:
015°–035° beyond 15 NM below 9000′
215°–280° beyond 25 NM below 8000′
280°–015° beyond 20 NM below 9000′
ILS/DME 109.9 I–PAU Rwy 36. Localizer Rwy 36 unusable byd 25° left and right of course.

RADIO/NAV/WEATHER REMARKS For a toll free call to Kenai FSS dial 1–866–864–1737. National Weather Service observers are avbl 24 hrs to augment automated weather on freq. 122.0.



LOC I-PAU	APP CRS	Rwy Idg	6500
109.9	360°	TDZE	40
		Apt Elev	63

ILS or LOC/DME RWY 36

ST. PAUL ISLAND (SNP) (PASN)

Circling not authorized west of Rwy 18-36.
Inoperative table does not apply.
DME from SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.

MALSF

MISSED APPROACH: Climb to 2700 via I-PAU north course to EVANN/SPY 4.9 DME and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.75	119.1 339.8	122.3 L

AK, 23 SEP 2010 to 18 NOV 2010

ADF REQUIRED

(IAF) KEREC SPY 10

217°

EVANN SPY 4.9

LOCALIZER 109.9 I-PAU

360° 180°

659

659

66±

2700 176° (4)

ST. PAUL ISLAND 314 SPY DME Chan 36 (109.9)

10 NM

(IAF) DIGGS SPY 4

028°

(IAF) FATMU SPY 10

LB-010°

360°

LB-346°

1400 360° (6)

1800 NoPT SPY 10 Arc

1800 NoPT SPY 10 Arc

(IF) HINKL SPY 10

135°

315°

180°

MSA SPY 25 NM

1900

ALTERNATE MISSED APCH FIX

360° 180°

ST. PAUL ISLAND 314 SPY DME Chan 36 (109.9)

ELEV 63

8 l

69

6500 X 150

0.5% UP

82

36

TDZE 40

360° 4.1 NM from FAF

HIRL Rwy 18-36 L

Remain within 10NM

DIGGS SPY 4

180°

HINKL SPY 10

1800

360°

1400

1800

1400

360°

GS 3.00°
TCH 50

VGSI and ILS glidepath not coincident

2700 I-PAU North Crs

EVANN SPY 4.9

6 NM

4.1 NM

CATEGORY	A	B	C	D
S-ILS-36	240-¾ 200 (200-¾)			
S-LOC-36	400-1 360 (400-1)			400-1 ¼ 360 (400-1 ¼)
CIRCLING	800-1 737 (800-1)		800-2 737 (800-2)	800-2 ¼ 737 (800-2 ¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

LOC I-PAU	APP CRS	Rwy Idg	6500
109.9	180°	TDZE	63
		Apt Elev	63

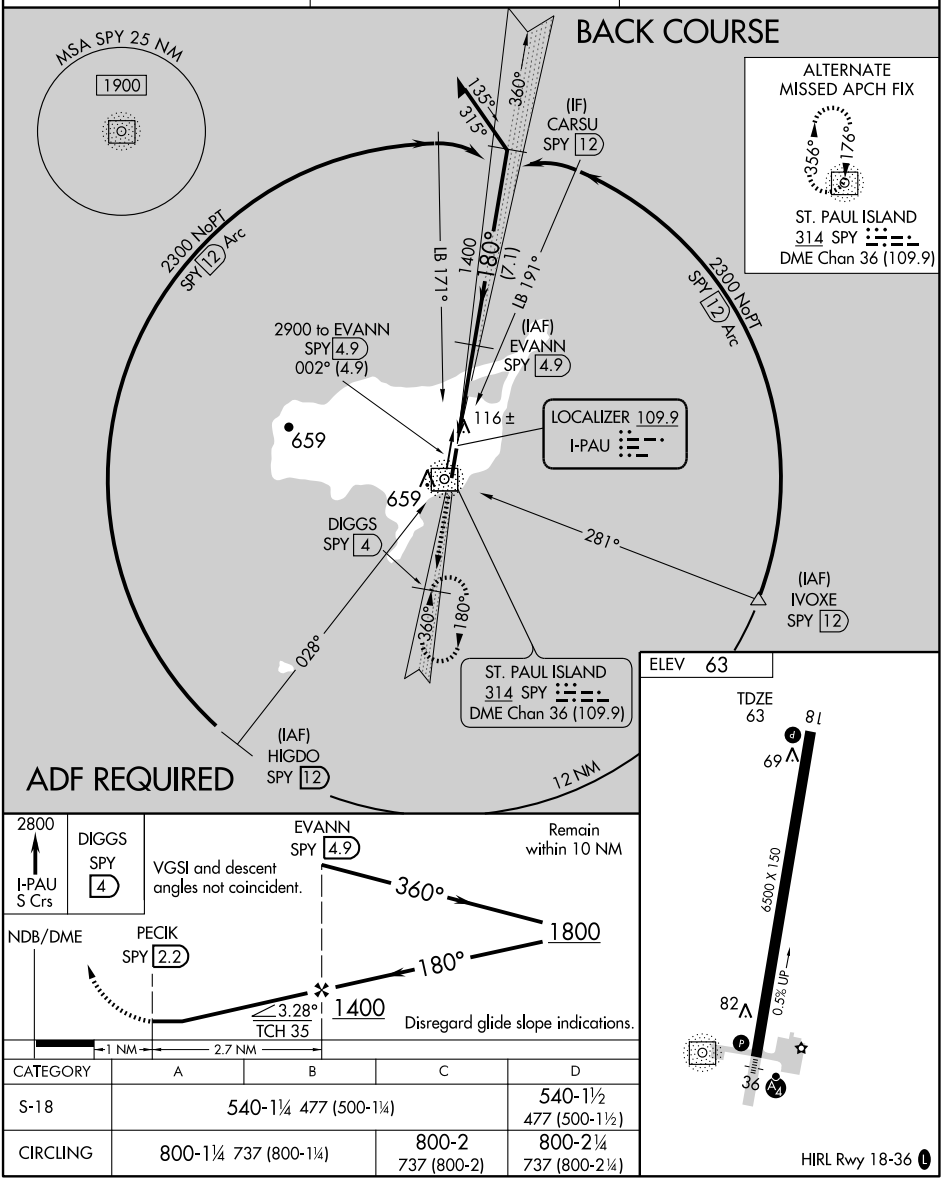
LOC/DME BC RWY 18

ST. PAUL ISLAND (SNP) (PASN)

Circling not authorized west of runway 18-36.
Inoperative table does not apply. DME from SPY NDB/DME.
Simultaneous reception of I-PAU and SPY DME required.

MISSED APPROACH: Climb to 2800 via I-PAU south course to DIGGS/SPY 4 DME and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.75	119.1 339.8	122.3 L



CATEGORY	A	B	C	D
S-18	540-1¼ 477 (500-1¼)			540-1½ 477 (500-1½)
CIRCLING	800-1¼ 737 (800-1¼)		800-2 737 (800-2)	800-2¼ 737 (800-2¼)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

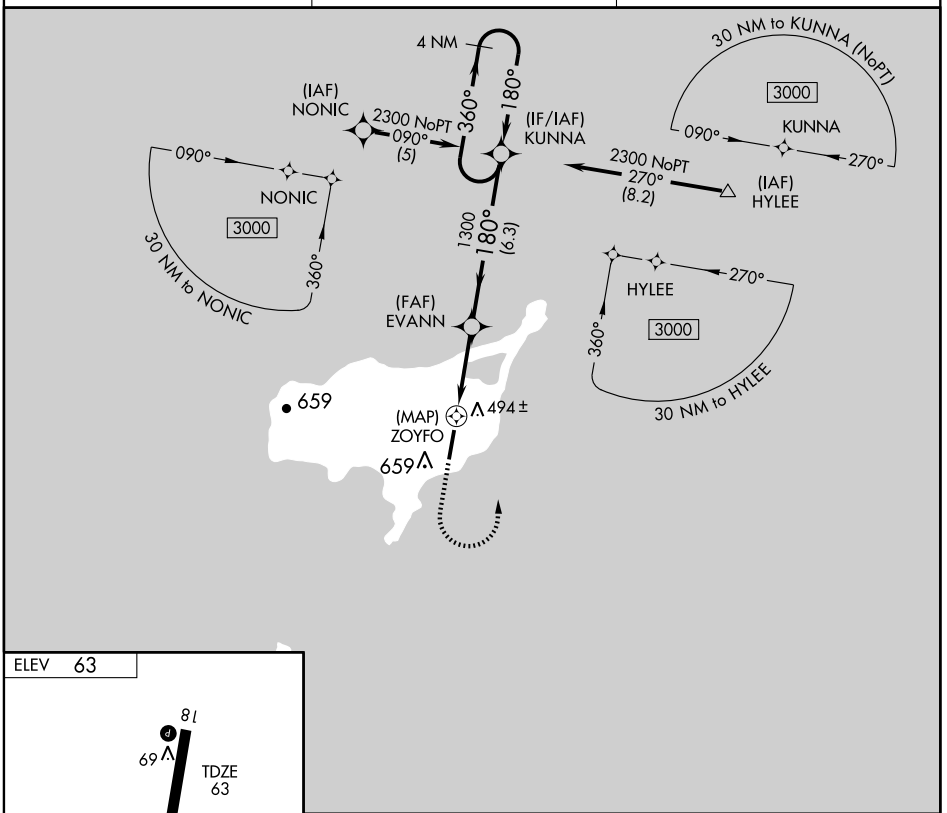
APP CRS	Rwy Idg	6500
180°	TDZE	63
	Apt Elev	63

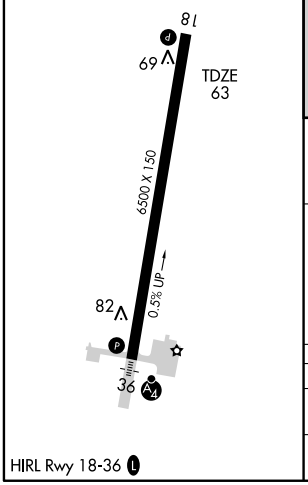
RNAV (GPS) RWY 18
ST. PAUL ISLAND (SNP) (PASN)

Circling not authorized west of Rwy 18-36.
Inoperative table does not apply.
DME/DME RNP- 0.3 NA

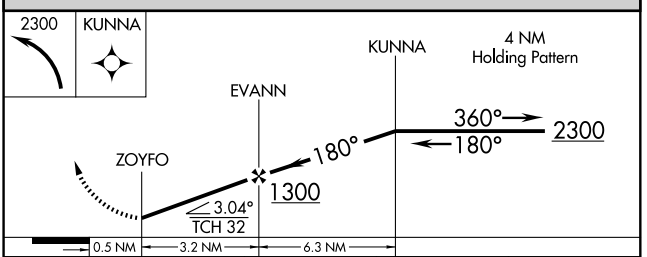
MISSED APPROACH: Climbing left turn to 2300 direct KUNNA and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.75	119.1 339.8	122.3 L





HIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	720-1	657 (700-1)	720-1¾ 657 (700-1¾)	720-2 657 (700-2)
CIRCLING	800-1	737 (800-1)	800-2 737 (800-2)	800-2¼ 737 (800-2¼)

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6500
360°	TDZE	40
	Apt Elev	63

RNAV (GPS) RWY 36

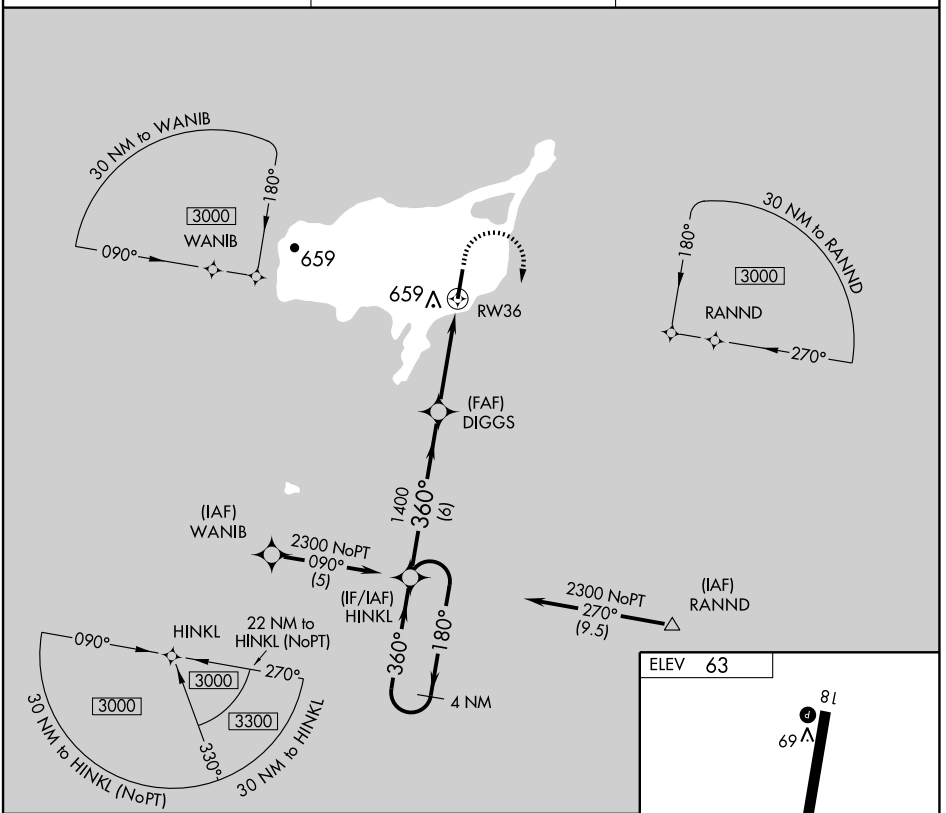
ST. PAUL ISLAND (SNP) (PASN)

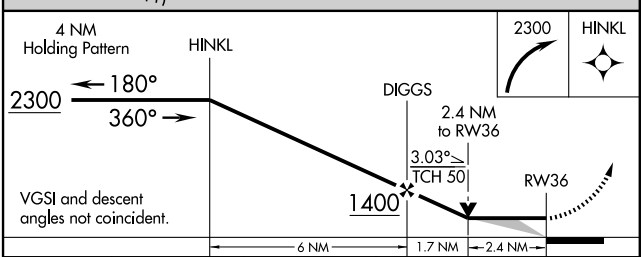
DME/DME RNP-0.3 NA. Circling NA West of Rwy 18-36. Inoperative table does not apply.

MALSF

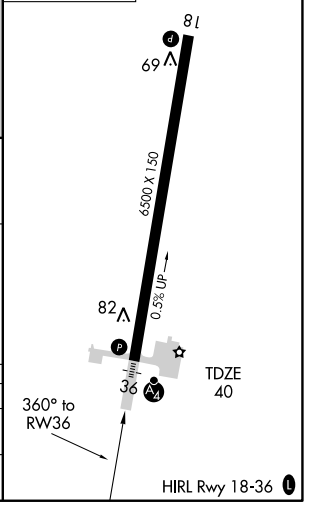
MISSED APPROACH: Climbing right turn to 2300 direct HINKL and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.75	119.1 339.8	122.3 L





CATEGORY	A	B	C	D
LNAV MDA	820-1 780 (800-1)	820-1¼ 780 (800-1¼)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)
CIRCLING	820-1 757 (800-1)	820-1¼ 757 (800-1¼)	820-2¼ 757 (800-2¼)	820-2½ 757 (800-2½)



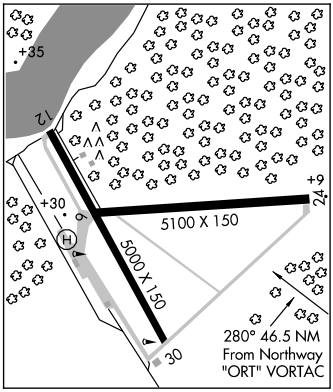
AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

§ **TALKEETNA HELIPORT** (TKA) (PATK) 1 E N62°19.23′ W150°05.62′ UTC−9(−8DT) **ANCHORAGE**
P 358 B 480X85(GVL) H1 **L–3D, 4F**
FUEL —B+ (NC–100LL, B)
HELIPORT REMARKS —Attended Apr–Nov, Mon–Thu 1600–0200Z‡, Dec–Mar, Mon–Fri 1500–2300Z‡. Helicopters using fuel or maint facilities remain S of FSS and fly drct fm Rot bcn to avoid damage to parked acft. 40′ to 50′ trees lctd along S side of helipad. 50′ trees S of helipad within 50′ of edge. Seaplane ops ¾ mile SE Talkeetna arpt. Recommend acft ops to and fr Christensen Lake remain E of lake.
COMMUNICATIONS—(CTAF 123.6) (UNICOM 123.0) (TIE–IN FSS TALKEETNA TKA Sep 15–Apr 14 1700–0245Z‡, Apr 15–Sep 14 1700–0500Z‡–NOTAM TKA OT CTC KENAI ENA)
AIRSPACE: CLASS E svc effective 1700–0500Z‡ other times CLASS G.
RADIO/NAV/WEATHER REMARKS —Talkeetna FSS telephone 733–2277. For a toll free call to Kenai FSS dial 1–866–864–1737.

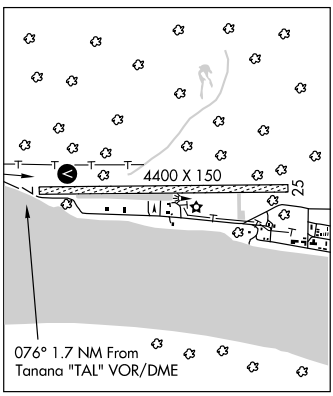
TAMGAS HARBOR SEAPLANE (See ANNETTE)

§ **TANACROSS** (TSG) 1 S N63°22.46′ W143°20.13′ UTC−9(−8DT) **ANCHORAGE**
P 1549 H51(ASP) 06–24, 12–30 **H–1B, L–1A, 3E**
AIRPORT REMARKS —Unattended. Fire crews and air operations during summer months. Rwy 06–24 not maintained during winter. Rwy 12–30 not maintained during winter. Rwy 06–24 sfc cracked, vegetation growing through asph. Rwy 12–30 sfc cracked, vegetation growing through asph. Rwy 30 apch—280′ wide swath cut through trees. Rwy 24 apch—300′ wide swath cut through trees.
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡ –NOTAM ORT OT CTC FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TANANA

§ **RALPH M CALHOUN MEM** (TAL) (PATA) 1 WNW N65°10.46′ W152°06.56′ UTC−9(−8DT) **FAIRBANKS**
P 236 BL2, 4, 9① 44(GVL) 07–25 **H–1B, 2K, L–3D, 4I**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during win, monitor CTAF. Rwy 07–25 numerous cracks in rwy sfc up to 1″ deep. Rwy 07 slope 0.3% up NE. Floatplane tfc in river adj to arpt. ACTIVATE MIRL Rwy 07–25 and VASI Rwy 07—CTAF. Rwy 07 rgt tfc. ①Rwy 07, TCH 35′. GS 3.0°. **IAP**
WEATHER DATA SOURCES —(ASOS 135.10 907–366–7266) (TWEB TAL 116.6) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM TAL)
TANANA RCO —122.65 **(V)** (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —285.4 133.1
AIRSPACE: CLASS E svc 1500–0630Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
TANANA (H) ABVORW/DME 116.6 TAL Chan 113 N65°10.63′ W152°10.65′ 076° 1.7 NM to Fld.390/26E. **TWEB**.
BEAR CREEK NDB(HW) 212 BCC N65°10.43′ W152°12.36′ 070° 2.4 NM to Fld./19E.
RADIO/NAV/WEATHER REMARKS —For toll free call to Fairbanks FSS dial 1–866–248–6516. Wx observer avbl for local arpt wx on CTAF (call sign: TANANA WEATHER) and phone 907–366–7288 1500–0630Z‡.



NDB PEE 305	APP CRS 353°	Rwy Idg 3500 TDZE 352 Apt Elev 358

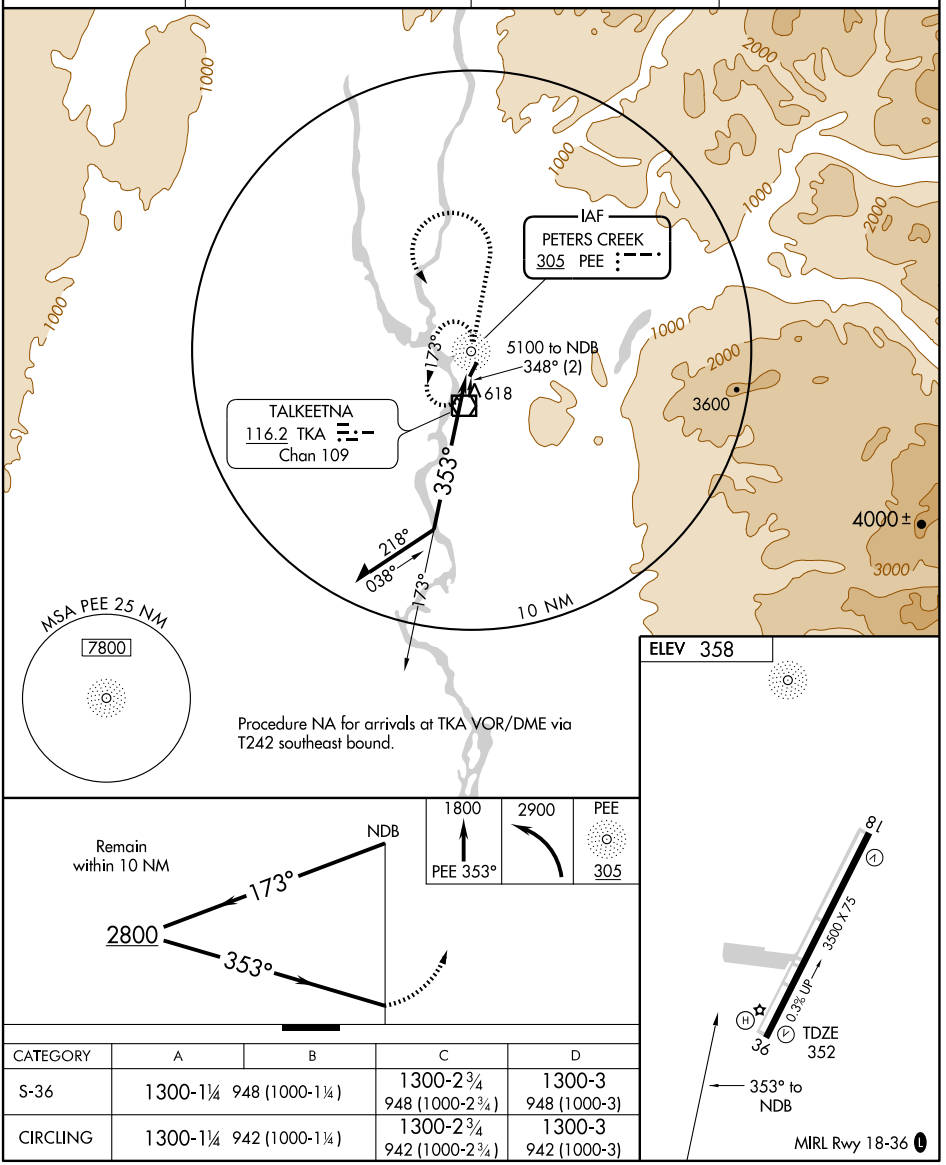
NDB RWY 36

TALKEETNA (TKA)(PATK)

Circling NA for Cats B, C, and D east of Rwy 18-36.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 120 feet and visibility Cat B ¼ mile.

MISSED APPROACH: Climb to 1800 on bearing 353° from PEE NDB then climbing left turn to 2900 direct PEE NDB and hold, continue climb-in-hold to 2900.

ATIS	ANCHORAGE CENTER	TALKEETNA RADIO	UNICOM
135.2	125.55 254.3	123.6 (CTAF) L	123.0



CATEGORY	A	B	C	D
S-36	1300-1¼ 948 (1000-1¼)		1300-2¾ 948 (1000-2¾)	1300-3 948 (1000-3)
CIRCLING	1300-1¼ 942 (1000-1¼)		1300-2¾ 942 (1000-2¾)	1300-3 942 (1000-3)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

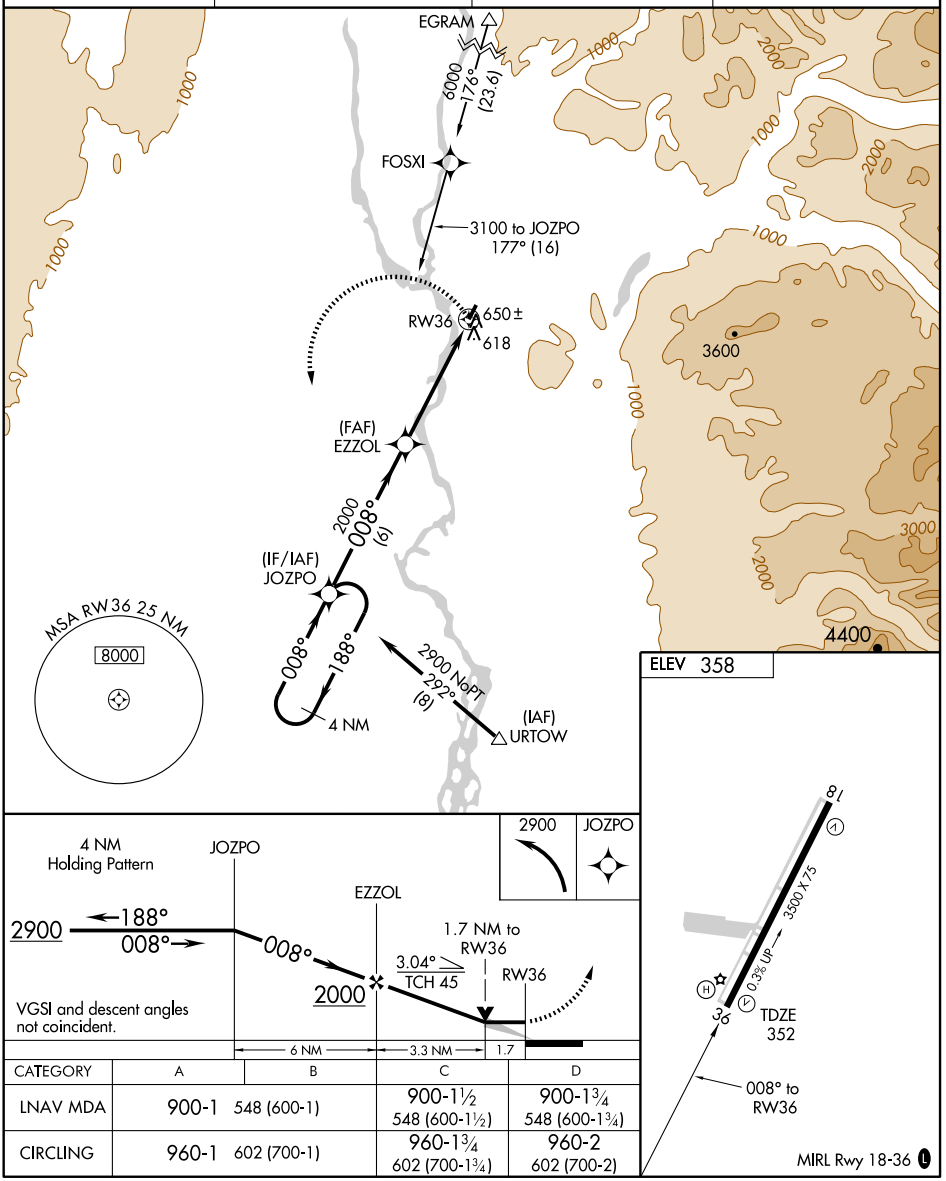
TALKEETNA(TKA)(PATK)

APP CRS	Rwy Idg	3500
008°	TDZE	352
	Apt Elev	358

Circling NA for Cats B, C, and D east of Rwy 18-36. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 120 feet and visibility Cat C and D ¼ mile. VDP NA with Wasilla altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct JOZPO and hold.

ATIS	ANCHORAGE CENTER	TALKEETNA RADIO	UNICOM
135.2	125.55 254.3	123.6 (CTAF) L	123.0



CATEGORY	A	B	C	D
LNAV MDA	900-1 548 (600-1)		900-1½ 548 (600-1½)	900-1¾ 548 (600-1¾)
CIRCLING	960-1 602 (700-1)		960-1¾ 602 (700-1¾)	960-2 602 (700-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME TKA	APP CRS	Rwy Idg	N/A
116.2	352°	TDZE	N/A
Chan 109		Apt Elev	358

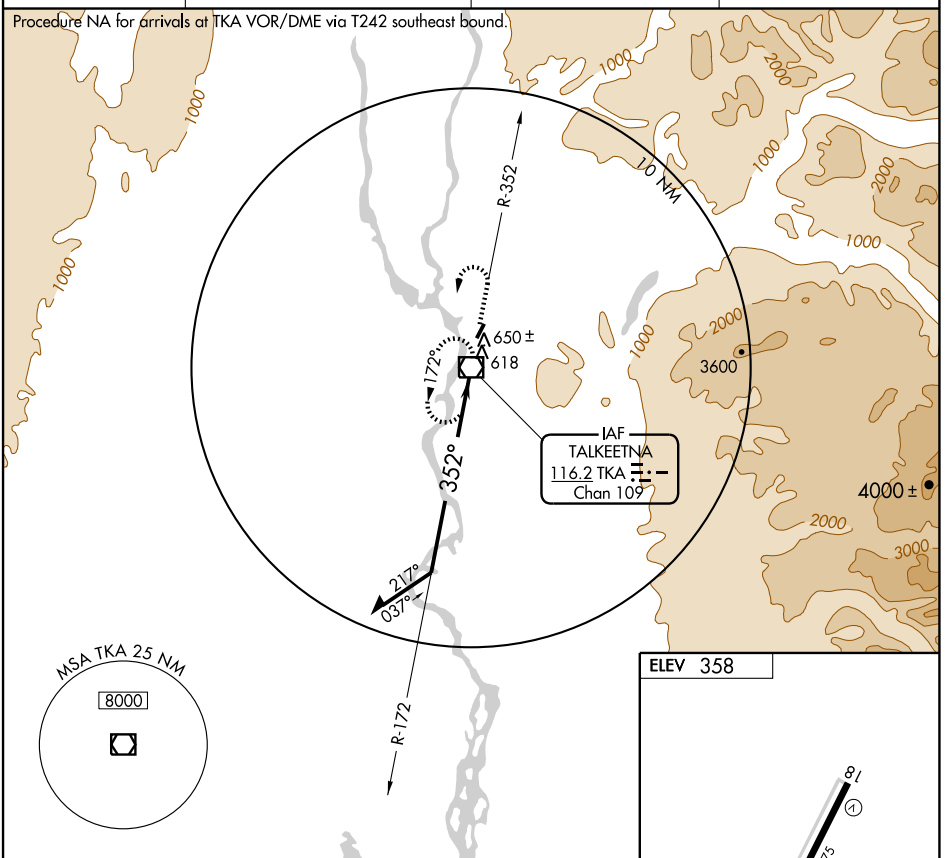
VOR-A
TALKEETNA (TKA) (PATK)

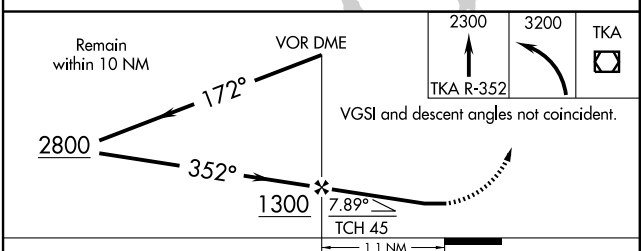
Circling NA for Cats B, C, D east of Rwy 18-36.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 120 feet and visibility Cat B ¼ mile and Cat C and D ½ mile.

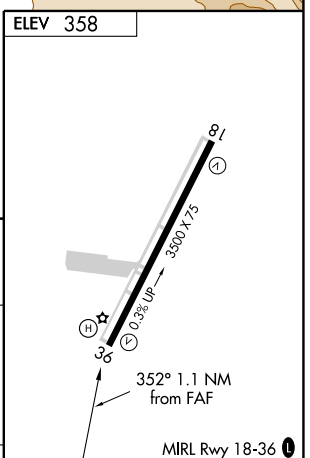
MISSED APPROACH: Climb to 2300 on TKA VOR/DME R-352 then climbing left turn to 3200 direct TKA VOR/DME and hold, continue climb-in-hold to 3200.

ATIS	ANCHORAGE CENTER	TALKEETNA RADIO	UNICOM
135.2	125.55 254.3	123.6 (CTAF) L	123.0

Procedure NA for arrivals at TKA VOR/DME via T242 southeast bound.







CATEGORY	A	B	C	D
CIRCLING	1080-1	722 (800-1)	1080-2 722 (800-2)	1080-2 ¼ 722 (800-2 ¼)

FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME TKA	APP CRS	Rwy Idg 3500
116.2	352°	TDZE 352
Chan 109		Apt Elev 358

VOR/DME RWY 36

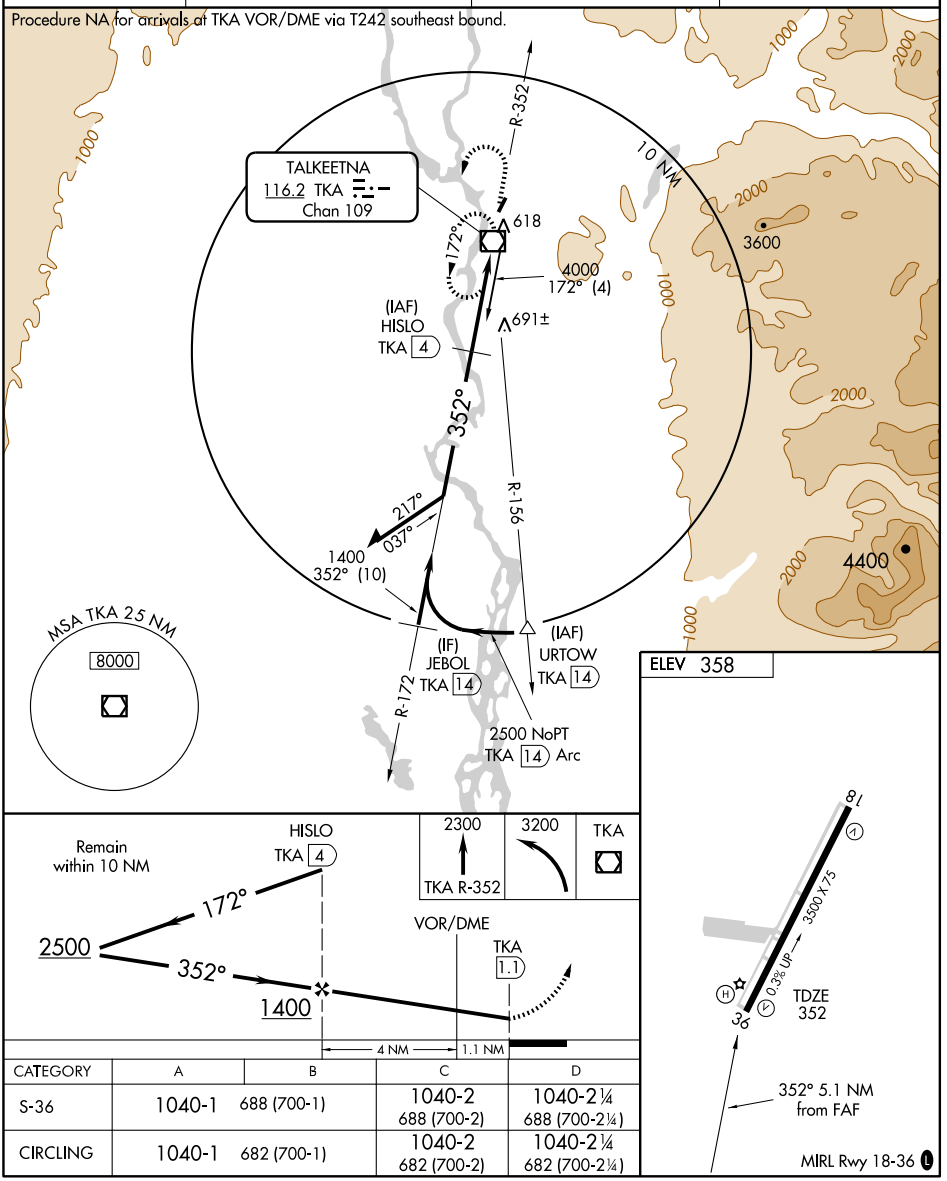
TALKEETNA(TKA)(PATK)

▼ Circling NA for Cats B, C, D east of Rwy 18-36.
Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 120 feet and Cat B visibility ¼ mile and Cat C and D ½ mile.

MISSED APPROACH: Climb to 2300 on TKA VOR/DME R-352 then climbing left turn to 3200 direct TKA VOR/DME and hold, continue climb-in-hold to 3200.

ATIS	ANCHORAGE CENTER	TALKEETNA RADIO	UNICOM
135.2	125.55 254.3	123.6 (CTAF) L	123.0

Procedure NA for arrivals at TKA VOR/DME via T242 southeast bound.



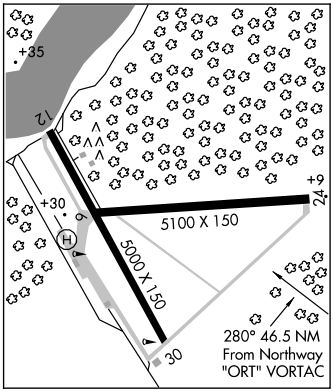
CATEGORY	A	B	C	D
S-36	1040-1	688 (700-1)	1040-2 688 (700-2)	1040-2¼ 688 (700-2¼)
CIRCLING	1040-1	682 (700-1)	1040-2 682 (700-2)	1040-2¼ 682 (700-2¼)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **TALKEETNA HELIPORT** (TKA) (PATK) 1 E N62°19.23′ W150°05.62′ UTC−9(−8DT) **ANCHORAGE**
P 358 B 480X85(GVL) H1 **L–3D, 4F**
FUEL —B+ (NC–100LL, B)
HELIPORT REMARKS —Attended Apr–Nov, Mon–Thu 1600–0200Z‡, Dec–Mar, Mon–Fri 1500–2300Z‡. Helicopters using fuel or maint facilities remain S of FSS and fly drct fm Rot bcn to avoid damage to parked acft. 40′ to 50′ trees lctd along S side of helipad. 50′ trees S of helipad within 50′ of edge. Seaplane ops ¾ mile SE Talkeetna arpt. Recommend acft ops to and fr Christensen Lake remain E of lake.
COMMUNICATIONS—(CTAF 123.6) (UNICOM 123.0) (TIE–IN FSS TALKEETNA TKA Sep 15–Apr 14 1700–0245Z‡, Apr 15–Sep 14 1700–0500Z‡–NOTAM TKA OT CTC KENAI ENA)
AIRSPACE: CLASS E svc effective 1700–0500Z‡ other times CLASS G.
RADIO/NAV/WEATHER REMARKS —Talkeetna FSS telephone 733–2277. For a toll free call to Kenai FSS dial 1–866–864–1737.

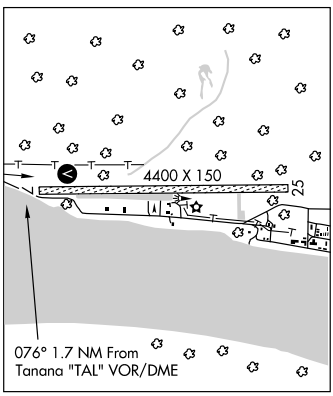
TAMGAS HARBOR SEAPLANE (See ANNETTE)

§ **TANACROSS** (TSG) 1 S N63°22.46′ W143°20.13′ UTC−9(−8DT) **ANCHORAGE**
P 1549 H51(ASP) 06–24, 12–30 **H–1B, L–1A, 3E**
AIRPORT REMARKS —Unattended. Fire crews and air operations during summer months. Rwy 06–24 not maintained during winter. Rwy 12–30 not maintained during winter. Rwy 06–24 sfc cracked, vegetation growing through asph. Rwy 12–30 sfc cracked, vegetation growing through asph. Rwy 30 apch—280′ wide swath cut through trees. Rwy 24 apch—300′ wide swath cut through trees.
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡ –NOTAM ORT OT CTC FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TANANA

§ **RALPH M CALHOUN MEM** (TAL) (PATA) 1 WNW N65°10.46′ W152°06.56′ UTC−9(−8DT) **FAIRBANKS**
P 236 BL2, 4, 9① 44(GVL) 07–25 **H–1B, 2K, L–3D, 4I**
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during win, monitor CTAF. Rwy 07–25 numerous cracks in rwy sfc up to 1″ deep. Rwy 07 slope 0.3% up NE. Floatplane tfc in river adj to arpt. ACTIVATE MIRL Rwy 07–25 and VASI Rwy 07—CTAF. Rwy 07 rgt tfc. ①Rwy 07, TCH 35′. GS 3.0°. **IAP**
WEATHER DATA SOURCES —(ASOS 135.10 907–366–7266) (TWEB TAL 116.6) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM TAL)
TANANA RCO —122.65 **(V)** (FAIRBANKS FSS)
ANCHORAGE CENTER APP/DEP CON —285.4 133.1
AIRSPACE: CLASS E svc 1500–0630Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION
TANANA (H) ABVORW/DME 116.6 TAL Chan 113 N65°10.63′ W152°10.65′ 076° 1.7 NM to Fld.390/26E. **TWEB**.
BEAR CREEK NDB(HW) 212 BCC N65°10.43′ W152°12.36′ 070° 2.4 NM to Fld./19E.
RADIO/NAV/WEATHER REMARKS —For toll free call to Fairbanks FSS dial 1–866–248–6516. Wx observer avbl for local arpt wx on CTAF (call sign: TANANA WEATHER) and phone 907–366–7288 1500–0630Z‡.



APP CRS	Rwy Idg	4400
070°	TDZE	229
	Apt Elev	236

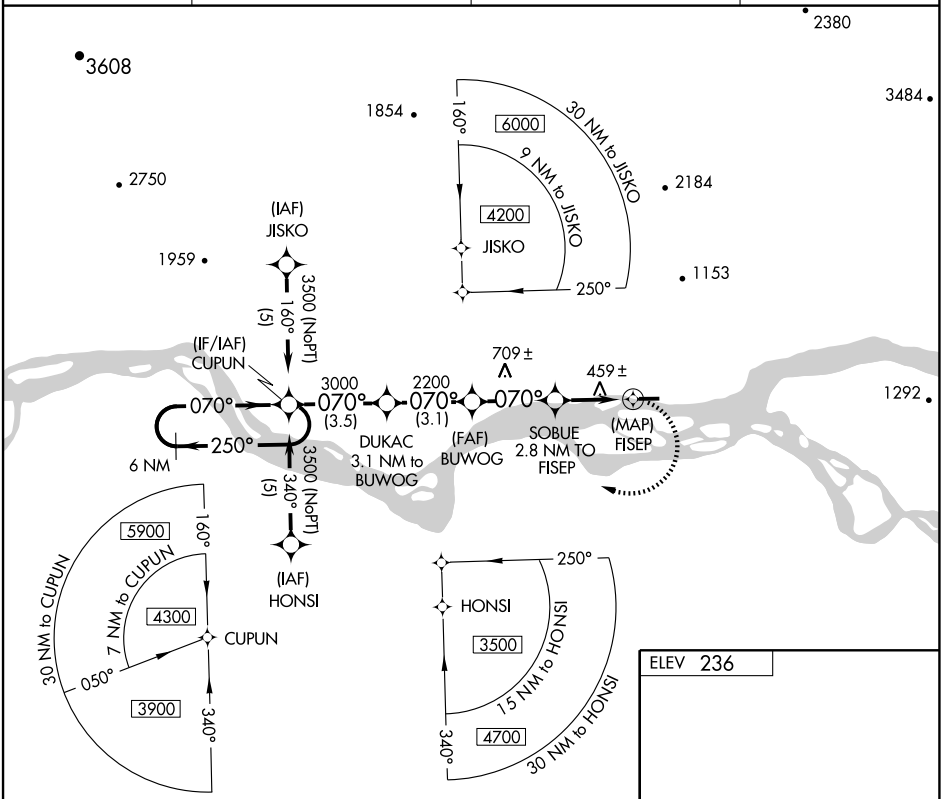
RNAV (GPS) RWY 7

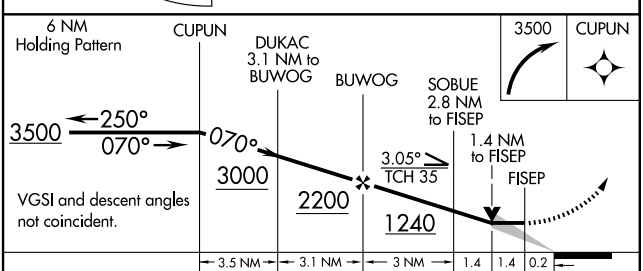
TANANA/ RALPH M. CALHOUN MEMORIAL (TAL) (PATA)

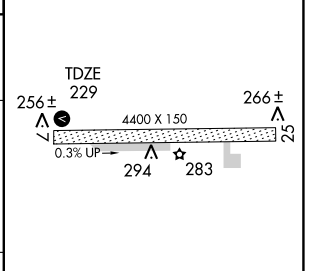
DME/DME RNP-0.3 NA. Circling NA north of Rwy 7-25. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3500 direct CUPUN and hold.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.1	133.1 285.4	122.65	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	760-1 531 (600-1)		760-1½ 531 (600-1½)	760-1¾ 531 (600-1¾)
CIRCLING	760-1 524 (600-1)		760-1½ 524 (600-1½)	800-2 564 (600-2)

MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME TAL 116.6 Chan 113	APP CRS 078°	Rwy Idg 4400 TDZE 228 Apt Elev 236

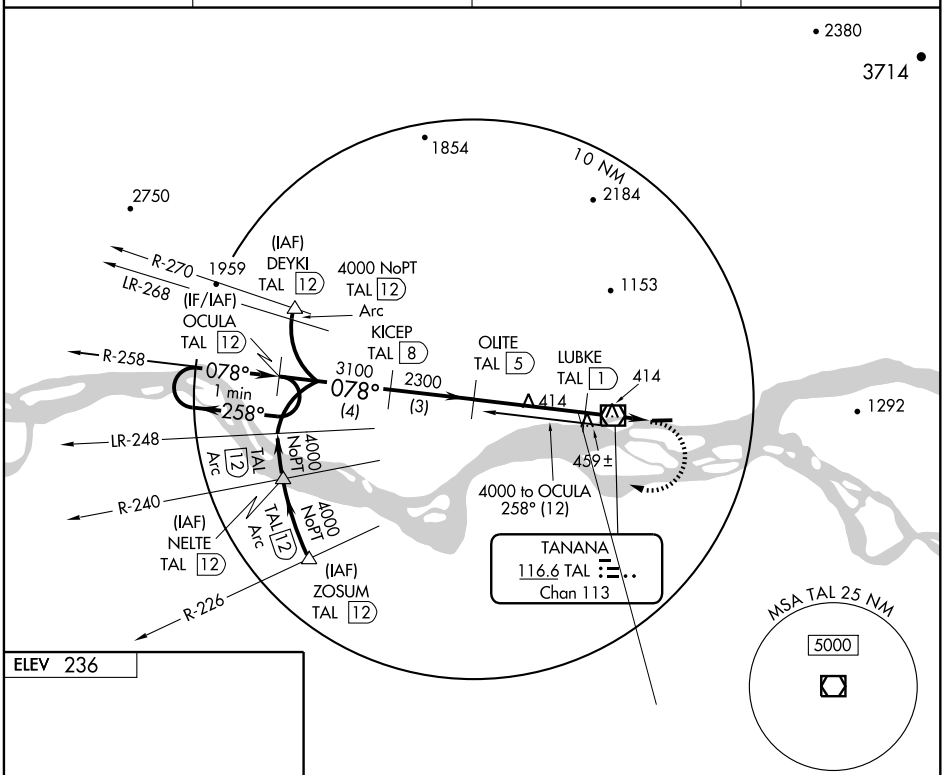
VOR/DME RWY 7

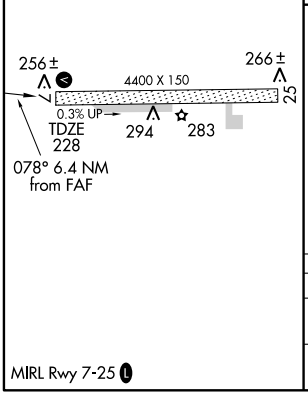
TANANA/ RALPH M. CALHOUN MEMORIAL (TAL) (PATA)

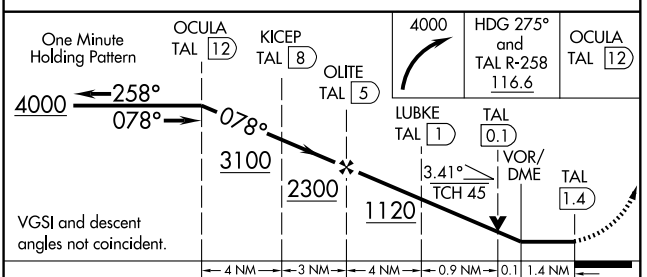
Circling NA North of Rwy 7-25

MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.1	133.1 285.4	122.65	122.9 L







CATEGORY	A	B	C	D
S-7	720-1 492 (500-1)		720-1¼ 492 (500-1¼)	720-1½ 492 (500-1½)
CIRCLING	720-1 484 (500-1)		720-1½ 484 (500-1½)	800-2 564 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

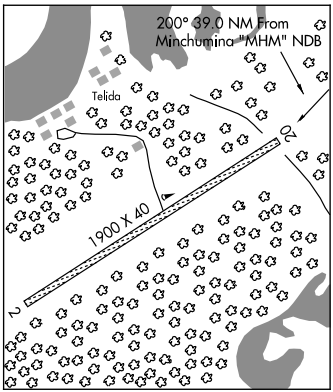
AK, 23 SEP 2010 to 18 NOV 2010

§ **TELIDA** (2K5) 0 S N63°23.63′ W153°16.14′ UTC−9(−8D T) McGRATH
650 19(TURF–DIRT) 02–20

AIRPORT REMARKS —Unattended. Be Alert: Sand dune eminating from rwy, stol techniques necessary. Rwy condition not monitored, recommend visual inspection prior to ldg. Rwy length is 1900′ but middle 275′ of rwy is unusable with dips, humps, and sand dunes greater than 2′. Rwy length of 880′ is north half of rwy. Rwy 02–20 sfc is dominated by soft sand, sfc irregular and rutted. Rwy plowed in winter. Rwy 02–20 irregular, rutted surface varies between turf, dirt, and sand. Rwy 02–20 center 18′ rwy becoming depressed from use. Dust blows along rwy sfc in high winds. Windsock is unreliable, it is torn, faded to white, and tied to a tree.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM MCG)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



TELKWA BC N54°40.18′ W126°59.55′
NDB(MHW) 391 TK 303° 11.4 NM to Smithers./22E.

§ **TELLER** (TER) (PATE) 2 S N65°14.42′ W166°20.36′ UTC−9(−8DT) NOME
294 BL4 30(GVL) 07–25 L–3A, 4H
IAP

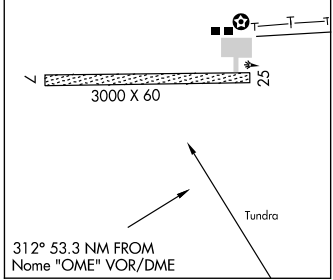
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 07 slope 0.6% up. ACTIVATE MIRL Rwy 07–25 and rotating bcn—CTAF.

WEATHER DATA SOURCES—(AWOS–3 118.375 907–642–2301).

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡ OT CTC FAIRBANKS FAI–NOTAM TER)

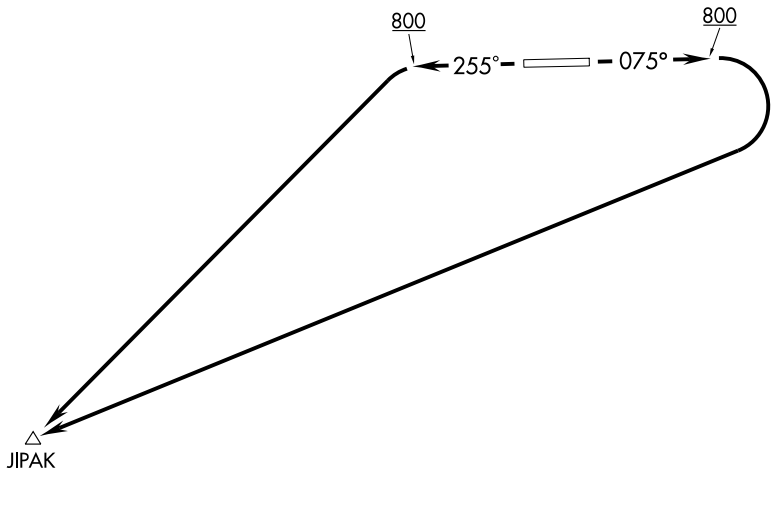
ANCHORAGE CENTER APP/DEP CON —133.3 290.4

RADIO/NAV/WEATHER REMARKS—For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



JIPAK ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
133.3 290.4



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 7: 500-2 with minimum climb of 201 per NM to 1100 or standard with minimum climb of 310 to 1100.
Rwy 25: 300-2 or standard with minimum climb of 220 per NM to 700.

TAKE-OFF OBSTACLE NOTES

Rwy 7: Vehicles and vegetation beginning 57′ from DER, 500′ left of centerline, up to 15′ AGL/314′ MSL.
Rwy 25: Vegetation and terrain beginning 1052′ from DER, 276′ right of centerline, up to 10′ AGL/359′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb heading 075° to 800, then climbing right turn direct JIPAK, thence. . . .

TAKE-OFF RUNWAY 25: Climb heading 255° to 800, then direct JIPAK, thence. . . .

. . . .maintain 6200 or assigned altitude.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 7

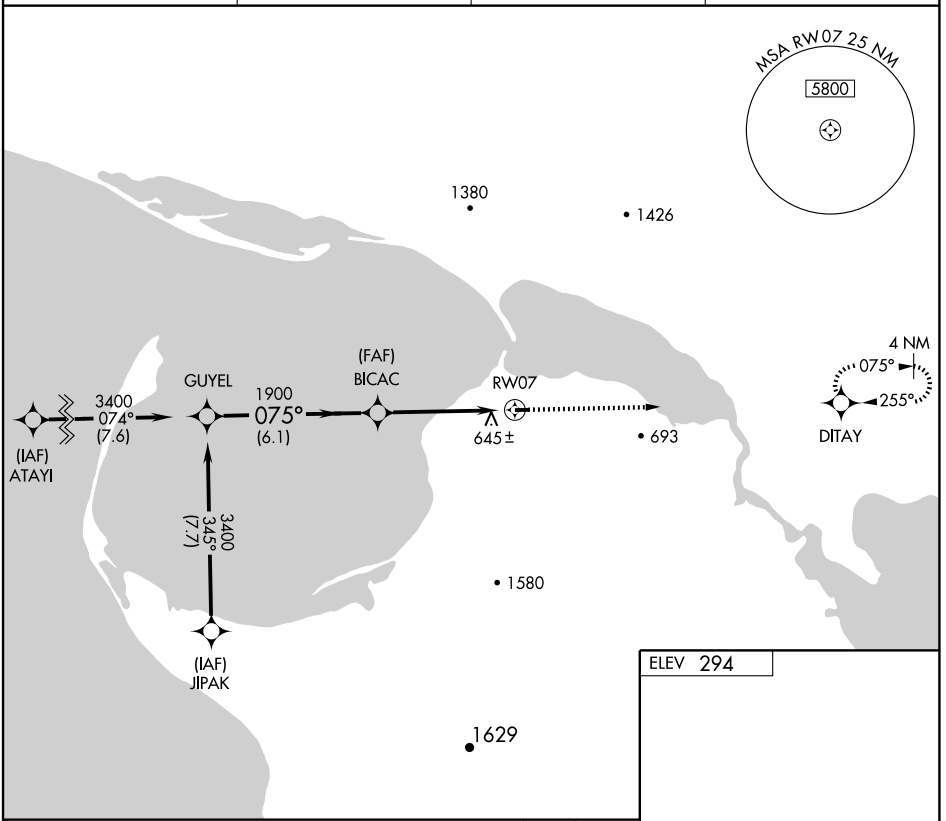
TELLER (TER) (PATE)

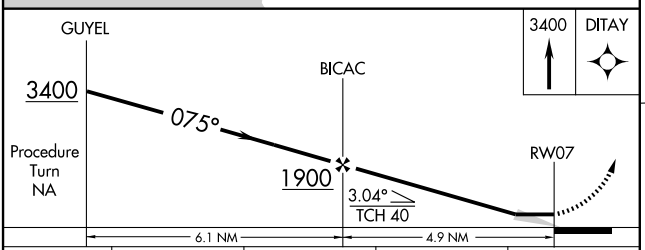
APP CRS	Rwy Idg	3000
075°	TDZE	294
	Apt Elev	294

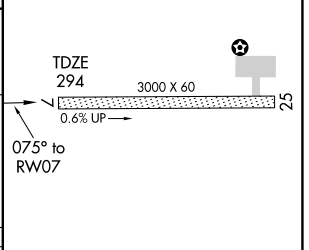
Use Tin City altimeter setting.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3400 direct DITAY and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
118.375	133.3 290.4	122.6	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 726 (800-1)		1020-2 726 (800-2)	NA
CIRCLING	1060-1 766 (800-1)		1060-2¼ 766 (800-2¼)	NA

MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

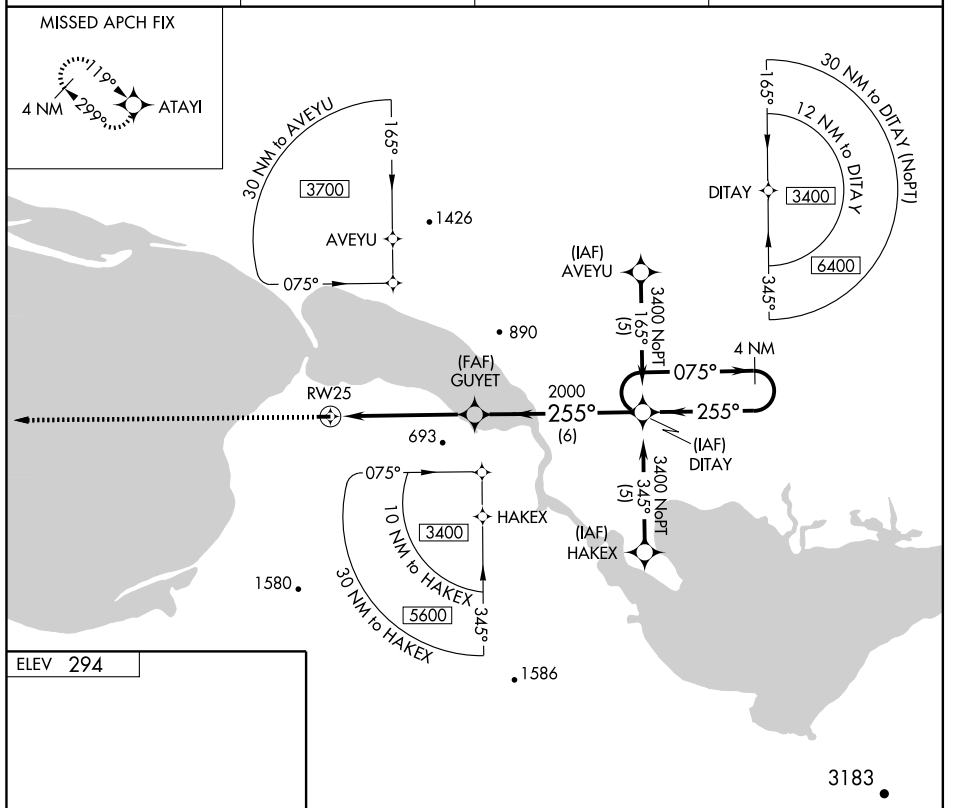
TELLER (TER) (PATE)

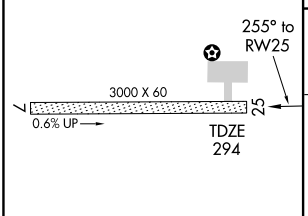
APP CRS	Rwy Idg	3000
255°	TDZE	294
	Apt Elev	294

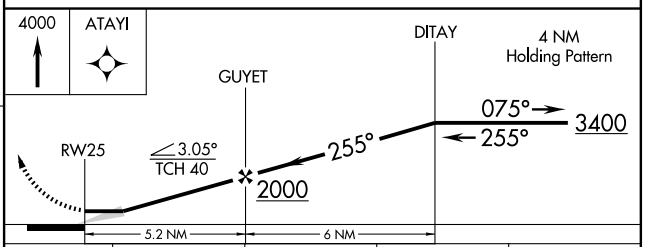
Use Tin City altimeter setting.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4000 direct ATAYI and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
118.375	133.3 290.4	122.6	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 966 (1000-1¼)	1260-1½ 966 (1000-1½)	1260-3 966 (1000-3)	NA
CIRCLING	1260-1¼ 966 (1000-1¼)	1260-1½ 966 (1000-1½)	1260-3 966 (1000-3)	NA

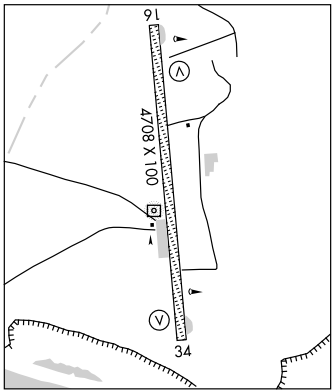
MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010

§ **TIN CITY LRRS** (TNC) (PATC) 1 E N65°33.84′ W167°55.35′ UTC−9(−8DT) **NOME**

AF 271 L*9①, *10② 47(GVL) 16–34 **H–1A, L–4F**

AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡, CLOSED weekends and holidays. Allmilitary, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–9403/9283, C907–552–9403/9283. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Contact 11 AF Airfield Mgr for permits 907–552–1448/4176. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Turbulence on approach. Radome winds not always avbl. Daylight operations only. CAUTION: Winds in excess of 20 kts may produce severe turbulence. BE ALERT: Increased threat to acft by the possible presence of large numbers of 'Sandhill Cranes' in the area of the arpt during mid May. These cranes are quite large (3′ long with 6½ windspan) and slow flying. They fly and graze in large flocks. The increased risk is in addition to the bird activities in the Risk Analysis of Wildlife Hazards to acft at Tin City arpt. Diligence by all personnel is recommended throughout the season. Field on high bluff. Rwy center higher than both ends no line of sight. Establish radio contact as soon as possible prior to landing. After initial contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. ①Rwy 16 and 34. ②Rwy 16 and 34.



DIAP

WEATHER DATA SOURCES—(AWOS–3 907–552–9283 Ext 229) (WX CAM).

COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM PATC OT CTC FAIRBANKS FAI)

RADIO —126.2 **(E)**

RCO —122.6 (NOME FSS)

ANCHORAGE CENTER APP/DEP CON—290.4 133.3

RADIO AIDS TO NAVIGATION

NDB (HW/DME) 347 TNC Chan 119(Y) N65°33.72′ W167°55.45′ At Fld./13E.

NDB unusable:

200°–240° byd 20 NM all altitudes

240°–330° byd 10 NM all altitudes.

DME portion unusable:

040°–050° byd 20 NM blw 6,000′

050°–080° byd 9,000′

080°–090° byd 8,500′

090°–095° byd 20 NM blw 5,500′

95°–120° byd 20 NM blw 4,400′

200°–240° byd 20 NM all altitudes

240°–290° byd 5 NM all altitudes.

290°–320° byd 10 NM all altitudes

320°–340° byd 20 NM all altitudes.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. NDB may be shutdown without prior notice, no standby beacon transmitter.

TIN CREEK (See FAREWELL LAKE)

NDB/DME RWY 34

NDB/DME TNC 347 Chan 119 (Y)	APCH CRS 338°	Rwy Idg 4700 THRE 240 Arpt Elev 271

AL-2334 [USAF]

TIN CITY LRRS (PATC)

** Circling not authorized W of Rwy 16-34.

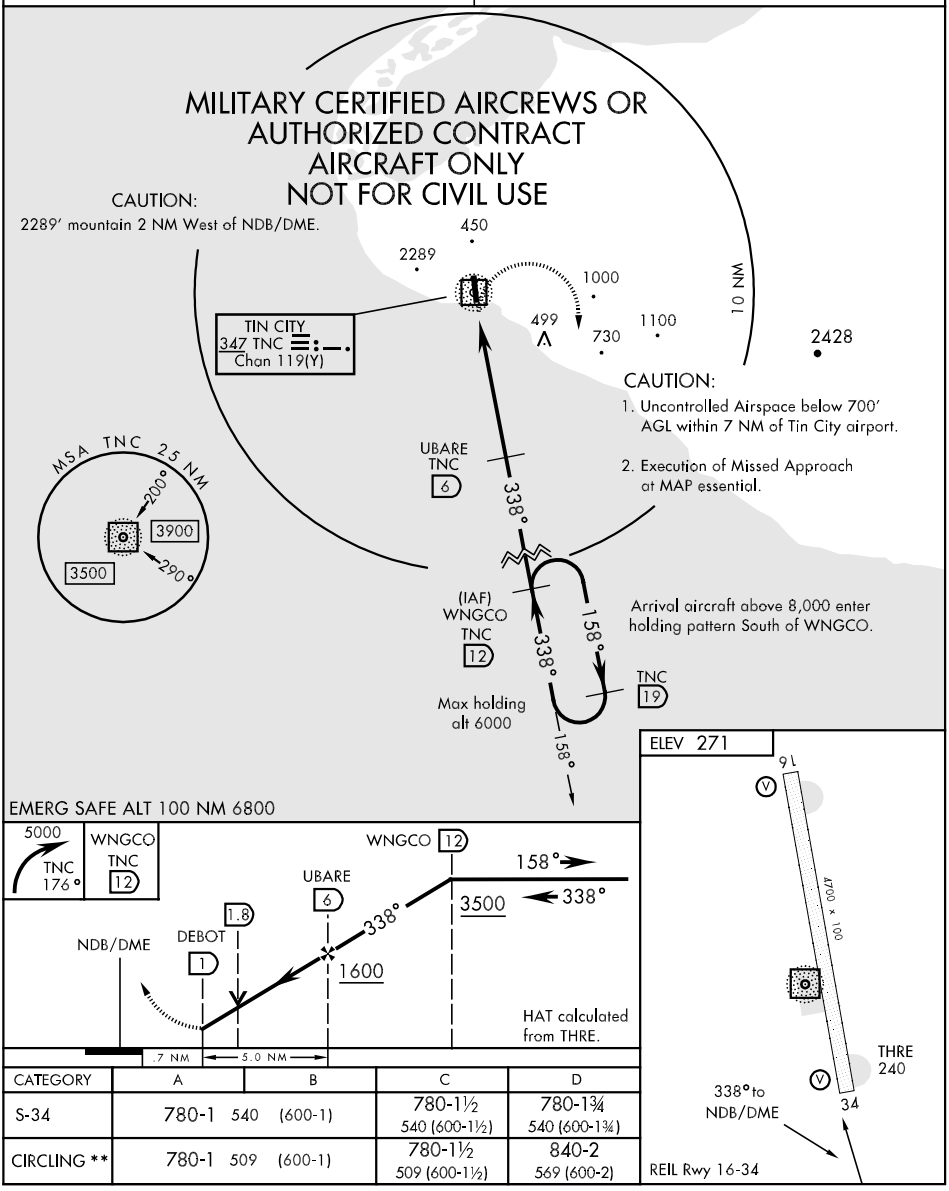
Night operations not authorized.

MISSED APPROACH: Climbing right turn to 5000 direct WNGCO and hold, continue climb-in-hold to 5000.

ANCHORAGE CENTER	TIN CITY RADIO
133.3 290.4	122.6 126.2

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY NOT FOR CIVIL USE

CAUTION:
2289' mountain 2 NM West of NDB/DME.



CATEGORY	A	B	C	D
S-34	780-1 540 (600-1)		780-1½ 540 (600-1½)	780-1¾ 540 (600-1¾)
CIRCLING **	780-1 509 (600-1)		780-1½ 509 (600-1½)	840-2 569 (600-2)

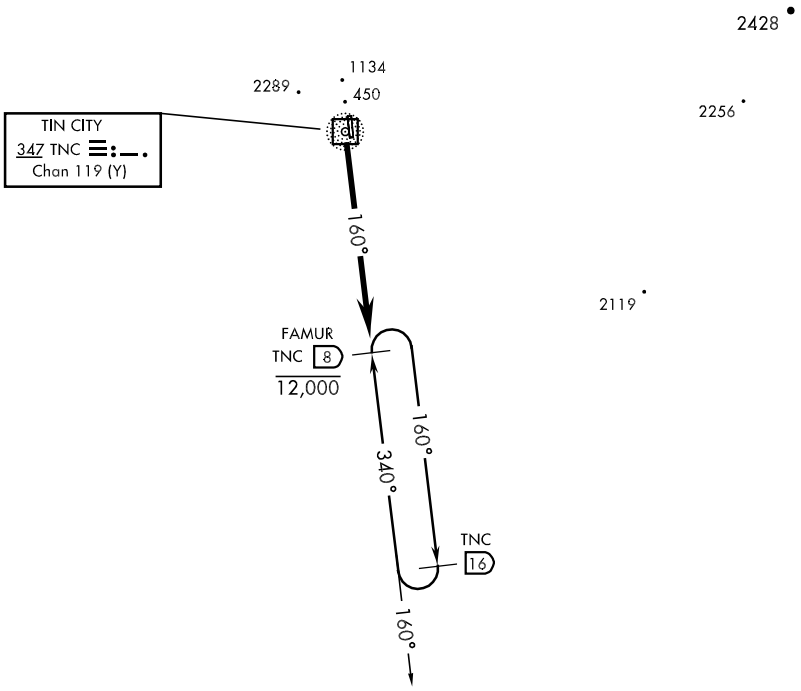
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

TIN CITY RADIO
122.6 126.2
ANCHORAGE CENTER
133.3 290.4

NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

NIGHT OPERATIONS NOT AUTHORIZED



EMERG SAFE ALT 100 NM 6800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track bearing 160° outbound to FAMUR. At FAMUR, continue climb to 5000 or ATC assigned altitude/MEA before proceeding on course. Climb in holding at FAMUR authorized.

TAKE-OFF RWY 34: Departures not authorized.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

TOFINO BC (CYAZ) 6 SE N49°04.93′ W125°46.34′ UTC−8(−7DT) **H–1E, L–1E**

MOT 80 H50(CON) 16–34①, 11–29 ②, 07–25③

FUEL —(NC–100LL, JET A)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–4999	TODA–4279	ASDA–4999	LDA–4999
RWY 11:	TORA–4997	TODA–4497	ASDA–4997	LDA–4997
RWY 16:	TORA–5000	TODA–5000	ASDA–5000	LDA–4800
RWY 25:	TORA–4999	TODA–4649	ASDA–4999	LDA–4999
RWY 29:	TORA–4997	TODA–4997	ASDA–4997	LDA–4997
RWY 34:	TORA–5000	TODA–5000	ASDA–5000	LDA–4130

AIRPORT REMARKS —Limited winter maint. For fuel call 250–725–3385 1500–0000Z‡, OT call 250–726–2861, call out charge. 2″ deep depressions located 2100′ and 2250′ from thld 29. ①Rwy 16 thld displaced 200′. Rwy 34 thld displaced 870′. ②Rwy 11 thld displaced 500′. ③Rwy 07 thld displaced 720′. Rwy 25 thld displaced 350′.

COMMUNICATIONS—(CTAF 123.25) (TIE–IN FSS NANAIMO CYCD 1330–0530Z‡–NOTAM CYAZ OT CTC KAMLOOPS CYVR)

RCO —126.7 (V) (Kamloops FSS) (1330–0530Z‡)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

NDB(HW) YAZ 359 N49°02.81′ W125°42.25′ 289° 3.4 NM to Fld./19E.

VHF/DF —ctc NANAIMO FSS.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kamloops FSS dial 1–866–WX–BRIEF. VHF/DF unusable below 7000′ beyond 20 NM 310°–060°.

TOGIAK VILLAGE

§ **TOGIAK** (TOG) (PATG) 0 SW N59°03.22′ W160°23.82′ UTC−9(−8DT) **KODIAK**

P 21 BL4, 9 ①, 12② 44(GVL) 03–21, 10–28 **H–2J, L–2J, 3C**

IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy 10 and Rwy 28 NSTD markings, rwy edges not marked, thlds marked with damaged and faded panels. ACTIVATE MIRL Rwy 03–21, PAPI Rwy 03 and VASI Rwy 21—CTAF. ①Rwy 21. TCH 25′. GS 3.0°. ②Rwy 03, TCH 25′. GA 3.0°.

WEATHER DATA SOURCES —(AWOS–3 119.3 907–493–5326) (WX CAM).

COMMUNICATIONS—(CTAF 122.5) (TIE–IN FSS KENAI ENA–NOTAM TOG)

RCO—122.25 (KENAI FSS)

ANCHORAGE CENTER APP/DEP—282.35 132.75

RADIO AIDS TO NAVIGATION

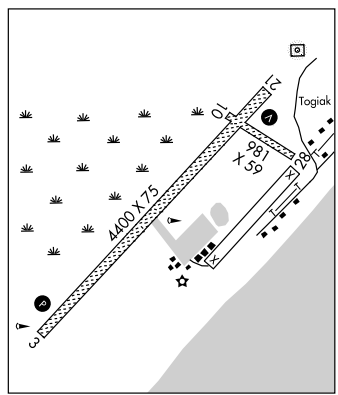
NDB/DME (HW) 393 TOG Chan 114 N59°03.85′ W160°22.45′ At Fld./15E. DME Channel 114 paired with VHF freq 116.7.

DME unusable:

225°–270° beyond 32 NM below 5700′

271°–359° beyond 32 NM below 6700′

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



NDB/DME TOG 393 Chan 114 (116.7)	APP CRS 184°	Rwy Idg N/A TDZE N/A Apt Elev 21

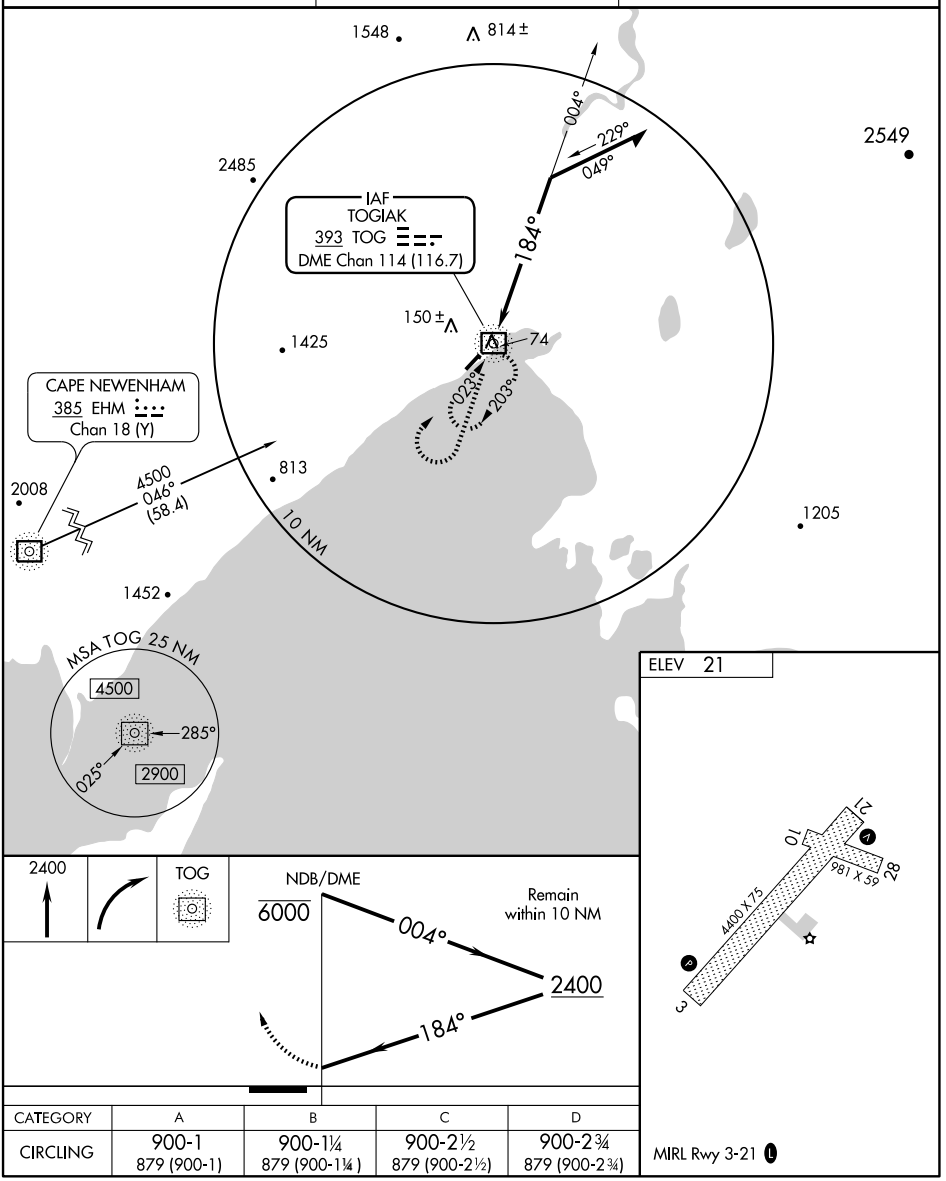
NDB-B

TOGIAK (TOG)(PATG)

Circling NA for Cat D northwest of Rwy 3-21.

MISSED APPROACH: Climb to 2400 then right turn direct TOG NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.3	132.75 282.35	122.5 L



CATEGORY	A	B	C	D
CIRCLING	900-1 879 (900-1)	900-1¼ 879 (900-1¼)	900-2½ 879 (900-2½)	900-2¾ 879 (900-2¾)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME TOG 393 Chan 114 (116.7)	APP CRS 023°	Rwy Idg N/A TDZE N/A Apt Elev 21

NDB/DME-A

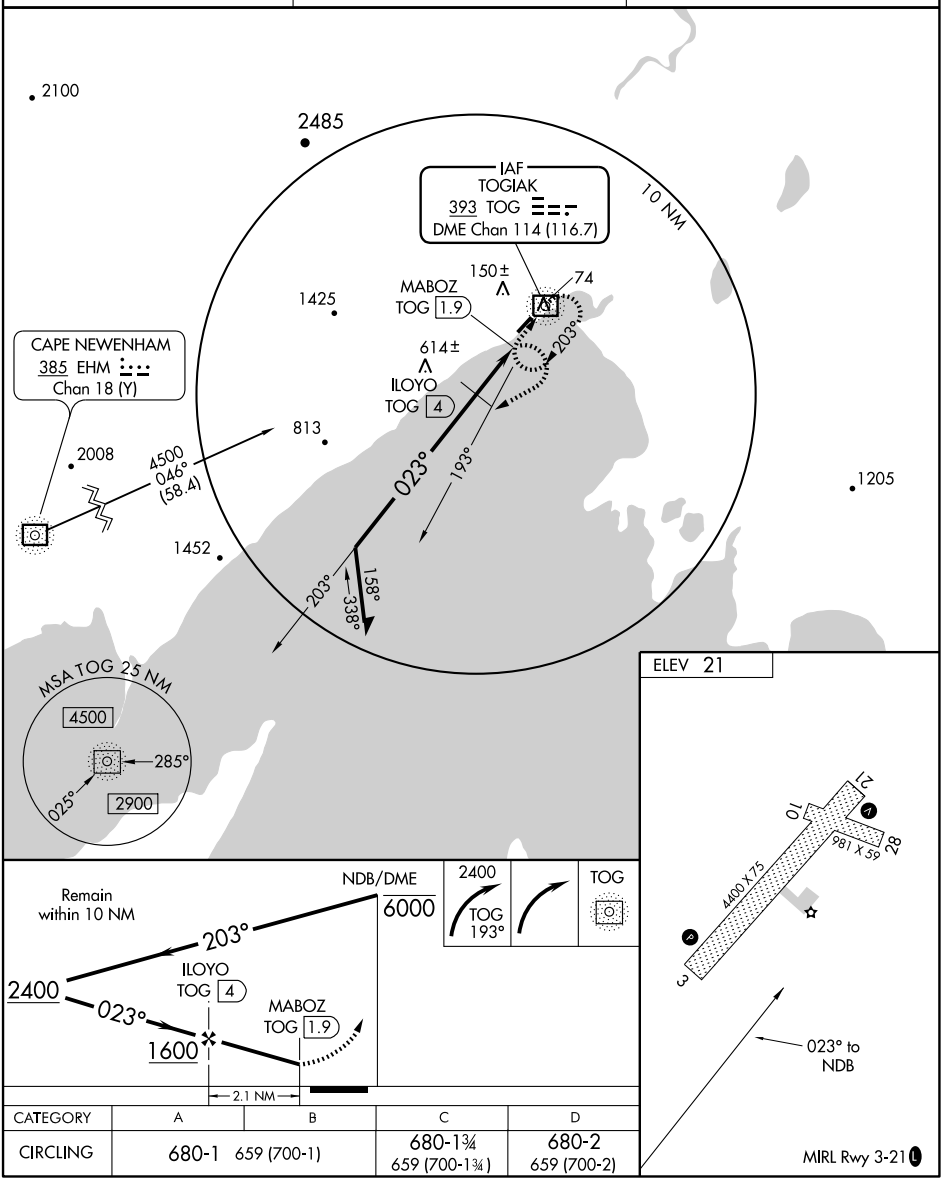
TOGIAK (TOG)(PATG)

Circling NA for Cat D northwest of Rwy 3-21.

MISSED APPROACH: Climbing right turn via 193° bearing from TOG NDB/DME to 2400, then right turn direct TOG NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.3	132.75 282.35	122.5 L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	680-1 659 (700-1)		680-1¾ 659 (700-1¾)	680-2 659 (700-2)

APP CRS	Rwy Idg	4400
020°	TDZE	21
	Apt Elev	21

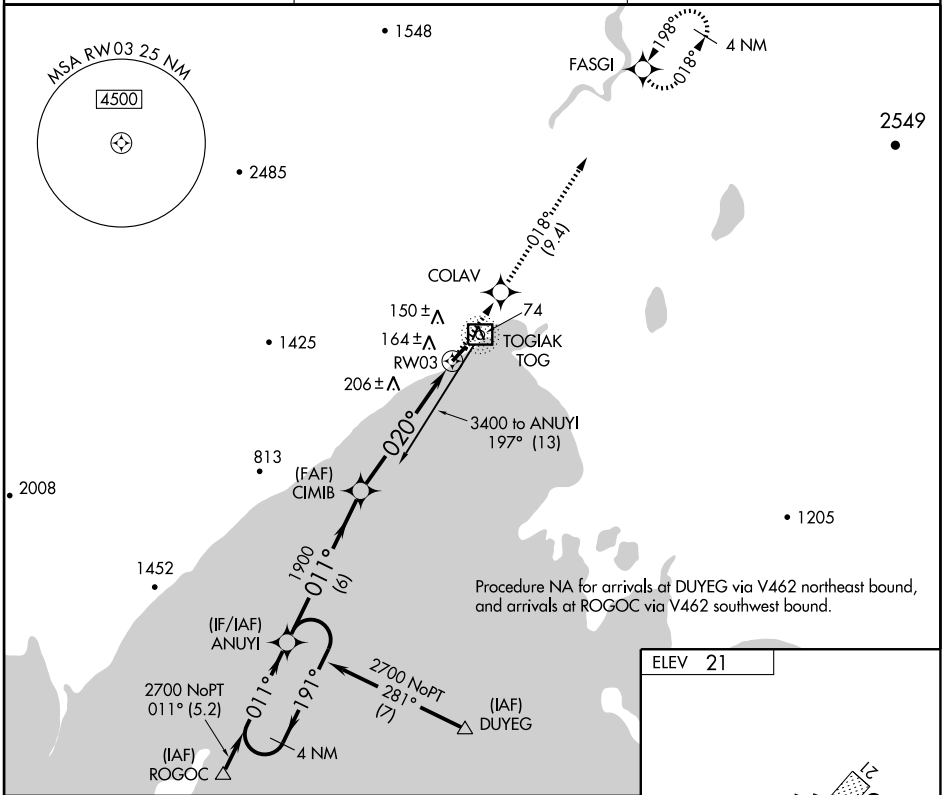
RNAV (GPS) RWY 3

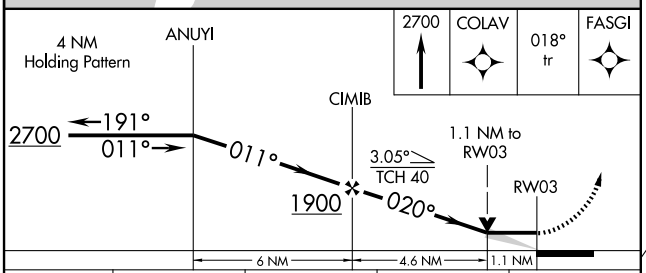
TOGIAK (TOG)(PATG)

Circling NA for Cat D northwest of Rwy 3-21.
DME/DME RNP-0.3 NA. Procedure NA at night.

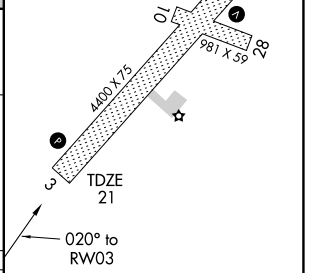
MISSED APPROACH: Climb to 2700 direct COLAV and via 018° track to FASGI and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.3	132.75 282.35	122.5 L





2700	COLAV	018° tr	FASGI



CATEGORY	A	B	C	D
LNAV MDA	420-1 399 (400-1)			420-1¼ 399 (400-1¼)
CIRCLING	480-1 459 (500-1)		480-1½ 459 (500-1½)	580-2 559 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
197°	TDZE	21
	Apt Elev	21

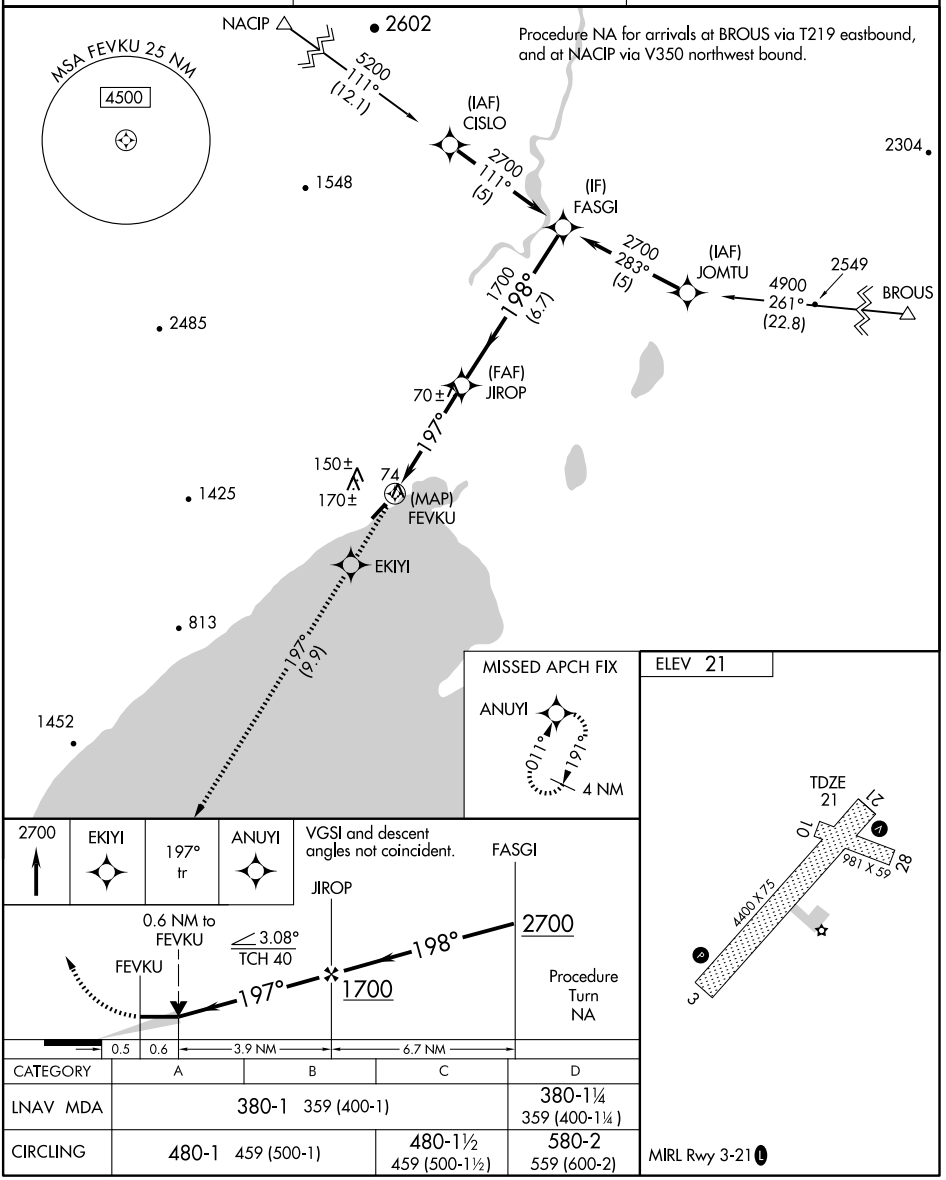
RNAV (GPS) RWY 21

TOGIAK (TOG)(PATG)

Circling NA for Cat D northwest of Rwy 3-21.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 2700 direct EKIYI and via 197° track to ANUYI and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.3	132.75 282.35	122.5 L



CATEGORY	A	B	C	D
LNAV MDA	380-1 359 (400-1)			380-1¼ 359 (400-1¼)
CIRCLING	480-1 459 (500-1)		480-1½ 459 (500-1½)	580-2 559 (600-2)

MIRL Rwy 3-21 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

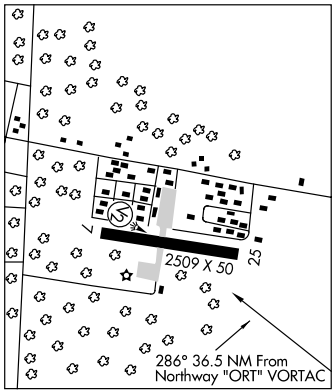
TOK

§ **TOK JUNCTION** (6K8) (PFTO) 1 E N63°19.77′ W142°57.22′ UTC−9(−8DT) ANCHORAGE
P 1639 BL4, 9① H25 (ASP) 07–25 L–1A, 3E
FUEL —(NC–100LL, JET A) IAP

AIRPORT REMARKS Attended Mon–Fri 1700–0300Z‡. Contact 907–883–5191 for Jet A. 100LL self svc avbl 24 hours with credit card. Pre heat and courtesy phone avbl. Recommend visual inspection prior to landing; rwy plowed in winter. Ski strip parallel to Rwy 07–25, south side, in winter. Rwy 07–25 NSTD markings, numbers painted before rwy thlds, thlds marked with cones and lgts. ACTIVATE MIRL Rwy 07–25—CTAF. ①Rwy 07, PVASI TCH 40′ GA 3.0°.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡–NOTAM ORT OT CTC FAIRBANKS FAI)
TOK RCO—122.4 (NORTHWAY FSS)
SUAIS—125.3 (1–800–758–8723).
ANCHORAGE CENTER APP/DEP CON—323.0 126.55

RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TOK 2 (8AK9) 2 S N63°18.00′ W143°01.40′ UTC−9(−8DT) ANCHORAGE
PVT 1630 20(GVL) 10–28

AIRPORT REMARKS —Unattended. Approach to Rwy 28 overflys abandoned arpt. Grass on rwy.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS NORTHWAY ORT MAY 1–SEP 30 1815–0345Z‡ OT CTC FAIRBANKS FAI)
SUAIS —125.3 (1–800–758–8723).

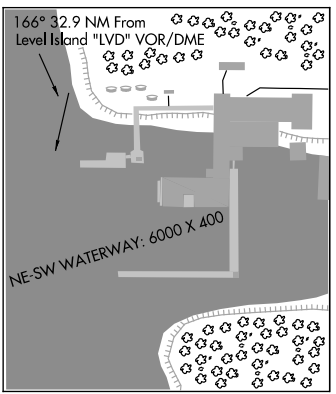
RADIO/NAV/WEATHER REMARKS —For a toll free call to Northway FSS dial 800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

§ **TOKEEN SEAPLANE** (57A) 0 W N55°56.23′ W133°19.60′ UTC−9(−8DT) KETCHIKAN
00 –60 NE–SW

SEAPLANE REMARKS —Unattended. Boats active in harbor vicinity, acft use beach. Floats avbl. Watch for pilings. Tires on float. Kelp bed SE of float.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KETCHIKAN KTN 1515–0615Z‡—NOTAM KTN OT CTC JUNEAU JNU)

RADIO/NAV/WEATHER REMARKS—For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



APP CRS	Rwy Idg	N/A
266°	TDZE	N/A
	Apt Elev	1639

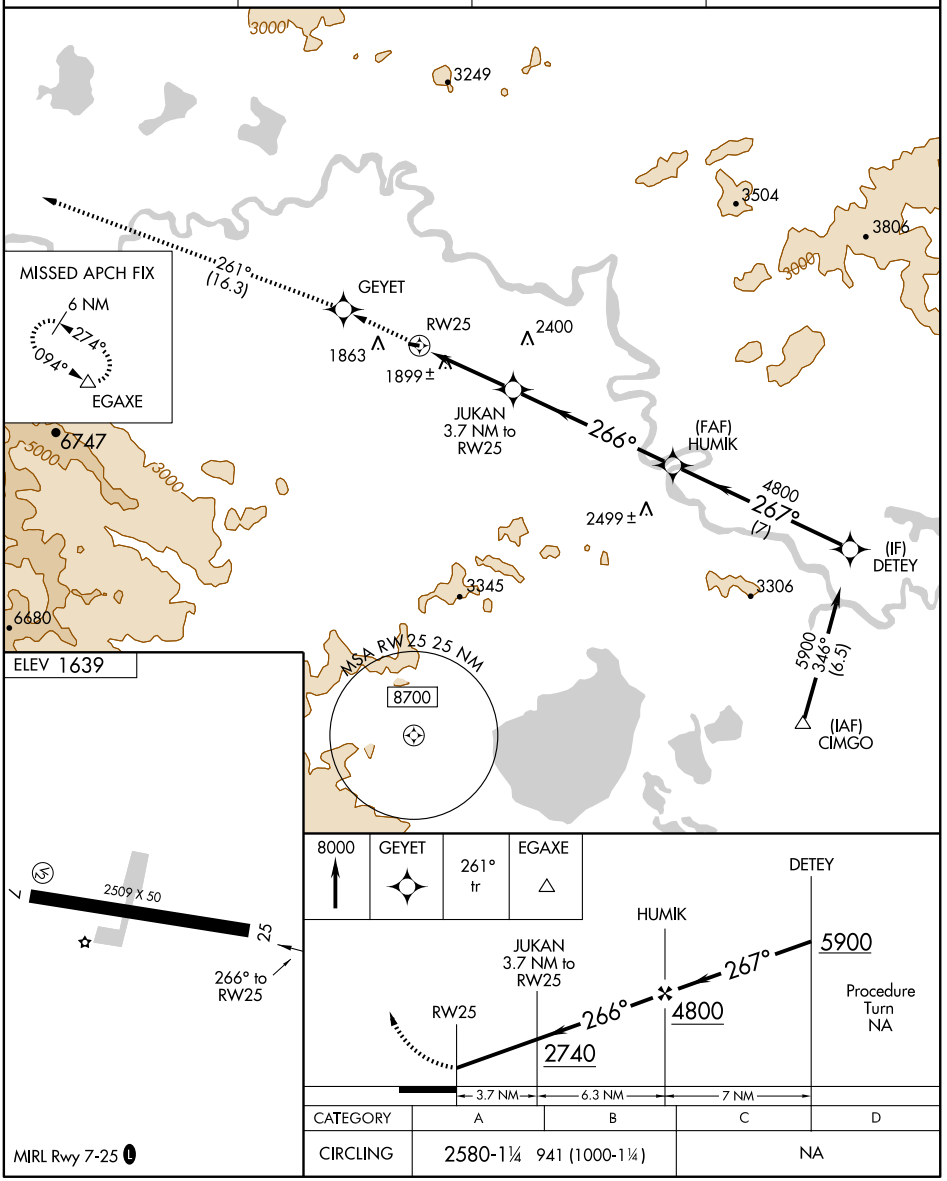
RNAV (GPS)-A
TOK JUNCTION (6K8) (PFTO)

DME/DME RNP-0.3 NA.
Use Northway altimeter setting.

NA

MISSED APPROACH: Climb to 8000 direct GEYET and via 261° track to EGAXE and hold, continue climb-in-hold to 8000.

NORTHWAY ASOS	ANCHORAGE CENTER	NORTHWAY RADIO	UNICOM
135.4	126.55 323.0	122.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 941 (1000-1¼)		NA	

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2509
070°	TDZE	1639
	Apt Elev	1639

RNAV (GPS) RWY 7

TOK JUNCTION (6K8) (PFTO)

DME/DME RNP-0.3 NA.
Use Northway altimeter setting.

NA

MISSED APPROACH: Climb to 8000 direct NUNIC and via 119° track to CIMGO and hold, continue climb-in-hold to 8000.

NORTHWAY ASOS	ANCHORAGE CENTER	NORTHWAY RADIO	UNICOM
135.40	126.55 323.0	122.4	122.8 (CTAF) L

NoPT for arrivals at EGAXE on V444 eastbound.
Minimum holding at EGAXE 8000.

4138
3000
3735
6 NM
274°
094°
HOLD 8000
(IAF)
EGAXE
4700
090°
(7.1)
3249
(IF)
KUNNE
3500
084°
(6.4)
(FAF)
LISEY
070°
1863
RW07
2400
NUNIC
119°
6747
6970
5000
3000
5000
MSA RW07 25 NM
8700
3345
MISSED APCH FIX
094°
7 NM
CIMGO
274°

ELEV 1639

TDZE
1639
2509 X 50
25
070° to
RW07

KUNNE
LISEY
4700
084°
3500
070°
3.05°
TCH 40
RW07
Procedure
Turn NA
6.4 NM
5.6 NM

8000	NUNIC	119° tr	CIMGO

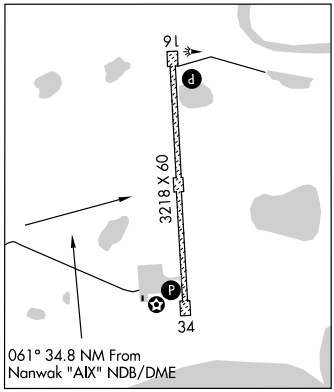
CATEGORY	A	B	C	D
LNAV MDA	2500-1 861 (900-1)	2500-1¼ 861 (900-1¼)	2500-2½ 861 (900-2½)	NA
CIRCLING	2540-1¼ 901 (1000-1¼)		2540-2¾ 901 (1000-2¾)	NA

MIRL Rwy 7-25 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

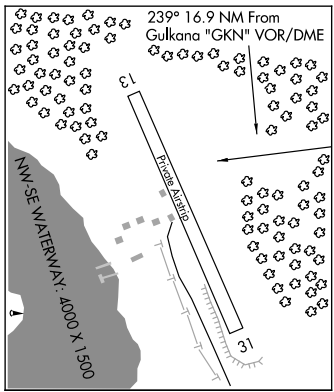
§ **TOKSOOK BAY** (OOK) (PAOO) 1 NE N60°32.47′ W165°05.23′ UTC−9(−8DT) **BETHEL**
P 59 B4, 10, 12① 32(GVL) 16–34 **L–3B**
AIRPORT REMARKS —Unattended. Be Alert: Rwy condition not monitored, recommend visual inspection prior to using. Arpt subject to random and turbulent winds. Several heaves, pot holes and ruts along entire length of rwy. Rwy 34 safety area soft and rutted. Rwy 16 safety area slopes down to the north. Large dips along western edge of rwy. Wind indicator unreliable. Wind indicator lgts OTS indef. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34 and rotating bcn—CTAF. ①Rwy 34, TCH 26′, GA 3.0°. Rwy 16, GA 4.0°.
WEATHER DATA SOURCES—(ASOS 119.275 907–427–7004) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM OOK)
KIPNUK RCO —122.6 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON —372.0 125.2
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



TOLEDO

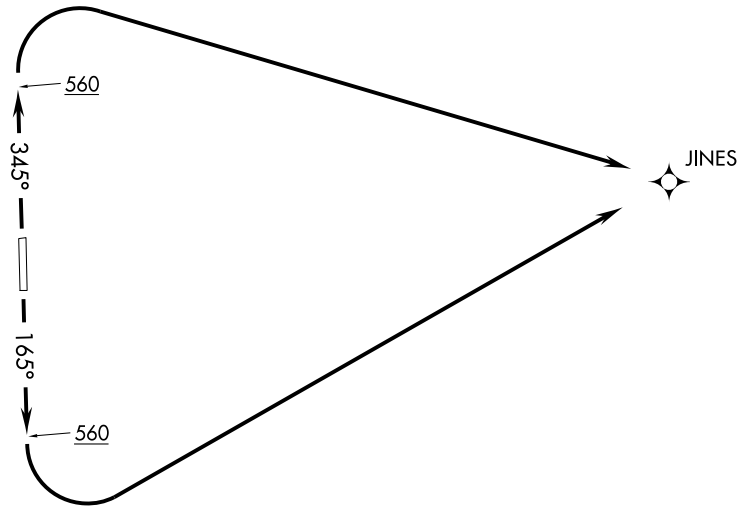
§ **ED CARLSON MEMORIAL FLD–SOUTH LEWIS CO** WA (TDO) (KTDO) 3 N N46°28.63′ W122°48.39′ **SEATTLE**
UTC–8(–7DT) **H–1D, 1E**
P 374 BL4, 9①, 12② H45(ASP) 05–23 S–25
SERVICE—S4 **FUEL**—(100LL)
AIRPORT REMARKS —Unattended. 24 hr credit card fuel facility. Parachute Jumping. Radio controlled acft adjacent Rwy 05–23 400′ and blo. Distance to go markers south side of rwy. ACTIVATE MIRL Rwy 05–23, REIL Rwy 05 and Rwy 23—CTAF. SAVASI Rwy 05 and PAPI Rwy 23 opr 24 hrs. ①Rwy 05, TCH 40′ GA 3.0°. ②Rwy 23, TCH 40′ GA 3.0°.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS SEATTLE SEA–NOTAM TDO)
SEATTLE CENTER APP/DEP CON—317.6 124.2
RADIO/NAV/WEATHER REMARKS —For a toll free call to Seattle FSS dial 1–800–WX–BRIEF.

§ **TOLSONA LAKE SEAPLANE** (58A) 0 N N62°06.80′ W146°02.46′ UTC−9(−8DT) **ANCHORAGE**
2000 –40 NW–SE
SERVICE —S4
SEAPLANE REMARKS —Unattended. Airstrip on east side of lake is private.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM GKN)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.



JINES ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
125.2 372.0
CTAF
122.9



AK, 23 SEP 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS
Rwy 16: Standard.
Rwy 34: Standard with minimum climb of 385′ per NM to 1700.

TAKE-OFF OBSTACLES NOTES
Rwy 16: Multiple trees beginning 85′ from DER, 300′ right of centerline, up to 15′ AGL / 65′ MSL.
Multiple trees beginning 100′ from DER, on centerline, up to 15′ AGL / 61′ MSL.
Rwy 34: Multiple trees beginning 1260′ from DER, 240′ right of centerline, up to 15′ AGL / 64′ MSL.

NOTES: 1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb heading 165° to 560, then left turn direct JINES, thence . . . .

TAKE-OFF RWY 34: Climb heading 345° to 560, then right turn direct JINES, thence . . . .

. . . . maintain 3000 or ATC assigned altitude.

RNAV (GPS) RWY 34

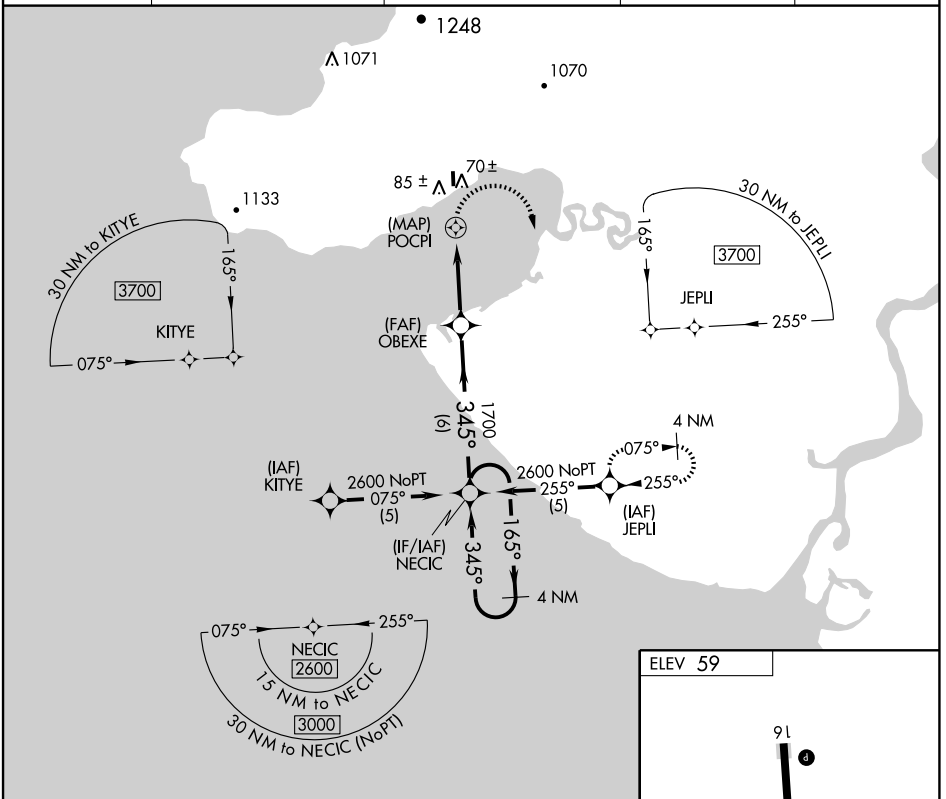
TOKSOOK BAY (OOK)(PAOO)

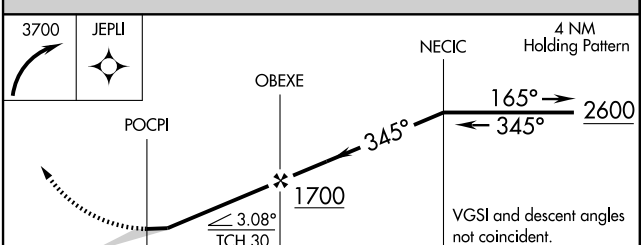
APP CRS	Rwy Idg	3218
345°	TDZE	59
	Apt Elev	59

Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA 100 feet.

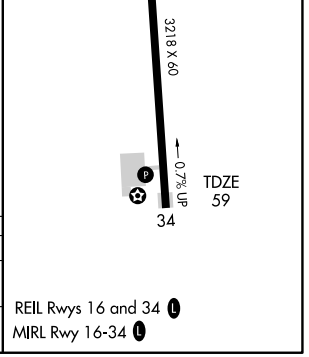
MISSED APPROACH: Climbing right turn to 3700 direct JEPLI and hold, continue climb-in-hold to 3700.

ASOS	MEKORYUK AWOS-3	ANCHORAGE CENTER	KENAI RADIO	CTAF
119.275	123.9	125.2 372.0	122.6	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	460-1¾ 401 (500-1¾)		NA	
CIRCLING	500-1¾ 441 (500-1¾)	520-1¾ 461 (500-1¾)	NA	

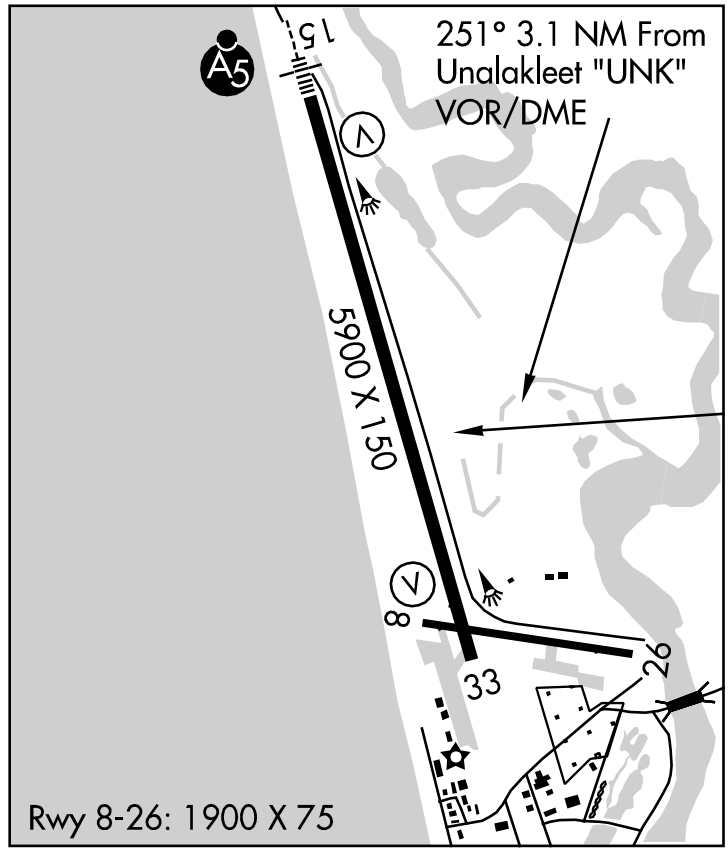


REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **UNALAKLEET** (UNK) (PAUN) 1 N N63°53.31′ W160°47.95′ UTC−9(−8DT) **McGRATH**
P 27 BL4, 5, 6, 9 ①, 10 ② 59(ASPH–GRVD) 15–33, 08–26 **H–1A, H–2J, L–3C**
FUEL —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended Mon–Fri 1700–0100Z‡. Unlighted twr (100′ AGL). 4 NM north AER 15. No snow removal or deicing 0100–1700Z‡. Rwy condition not monitored, recommend visual inspection prior to landing. Airframe and power plant repairs avbl on an emerg basis only. Rwy 26 slope 0.4% up NW. Rwy 15 rgt tfc. Fuel avbl 1800–0200Z‡, after hrs call 624–3330. ACTIVATE HIRL Rwy 15–33 and MIRL Rwy 08–26, MALSR Rwy 15, and REIL Rwy 33—CTAF. VASI Rwy 15 and Rwy 33 opr 24 hrs. ①Rwy 15, TCH 39′. GS 3.0°. Rwy 33, TCH 48′. GS 3.0°. ② Rwy 33.



WEATHER DATA SOURCES —(AWOS–3 132.25 907–624–3051) (WX CAM).

COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM UNK OT CTC FAIRBANKS FAI)

RCO —122.3 **(V)** (NOME FSS)

ANCHORAGE CENTER APP/DEP CON —335.5 135.7

AIRSPACE: CLASS E svc Mon–Fri 1500–2230Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION

(H)VOR/DME 116.9 UNK Chan 116 N63°53.52′ W160°41.06′ 251° 3.1 NM to Fld.430/15E.

NORTH RIVER NDB(HW) 382 JNR N63°54.46′ W160°48.72′ 149° 1.2 NM to Fld./15E.

VHF/DF contact NOME FSS. Lctd at N63°53.14′ W160°47.53′.

ILS/DME 111.3 I–UNK Chan 50 Rwy 15. Lczr only.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

LOC/DME I-UNK	APP CRS	Rwy Idg 5900
111.3	146°	TDZE 27
Chan 50		Apt Elev 27

LOC/DME RWY 15

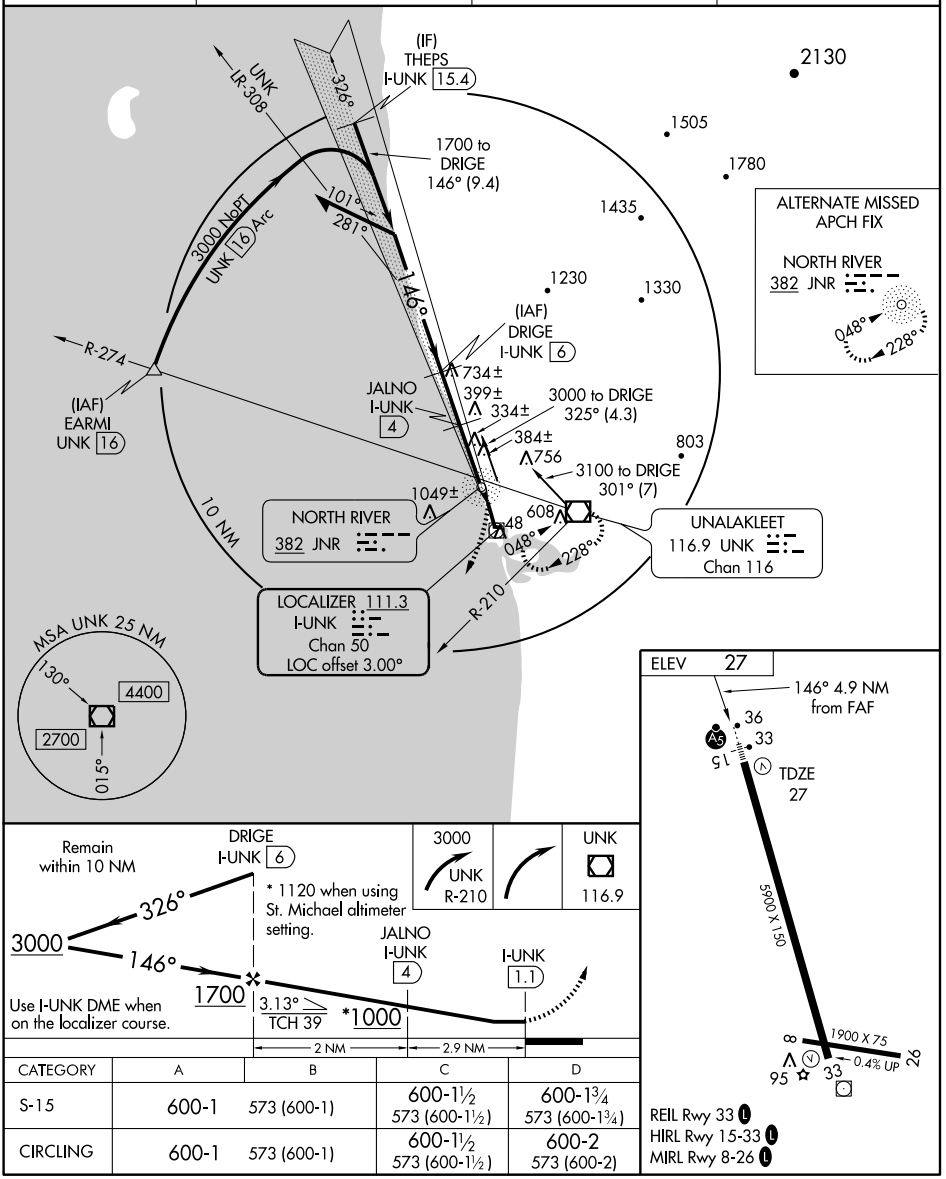
UNALAKLEET (UNK)(PAUN)

Inoperative table does not apply. Circling NA east of runway 15-33. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase all Cat. C/D visibilities ½ mile.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via UNK VOR/DME R-210, then climbing right turn direct UNK VOR/DME and hold;

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
132.25	135.7 335.5	122.3	123.0 L



CATEGORY	A	B	C	D
S-15	600-1	573 (600-1)	600-1½ 573 (600-1½)	600-1¾ 573 (600-1¾)
CIRCLING	600-1	573 (600-1)	600-1½ 573 (600-1½)	600-2 573 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
106°	TDZE	N/A
	Apt Elev	27

RNAV (GPS)-A

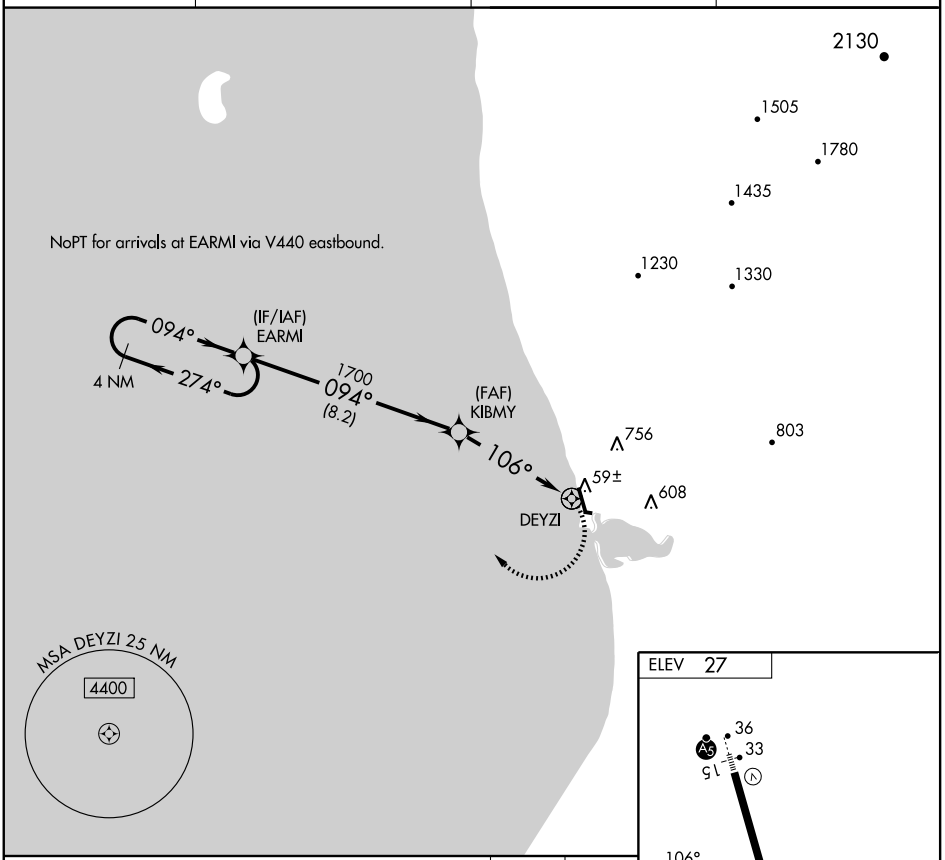
UNALAKLEET (UNK)(PAUN)

Circling NA East of Rwy 15-33. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct EARMI and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
132.25	135.7 335.5	122.3	123.0 L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

REIL Rwy 33 L
HIRL Rwy 15-33 L
MIRL Rwy 8-26 L

RNAV (GPS) RWY 33

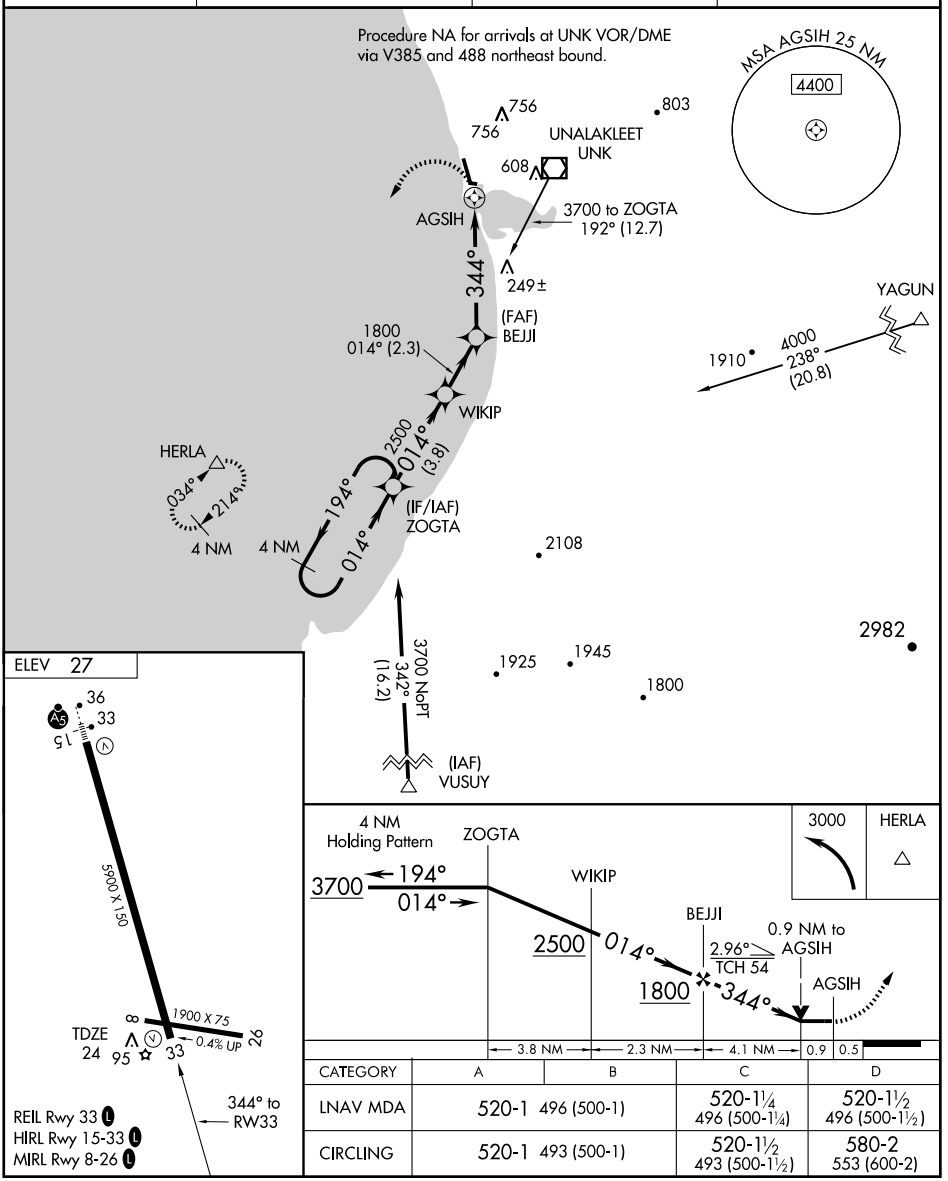
UNALAKLEET (UNK)(PAUN)

APP CRS	Rwy Idg	5900
344°	TDZE	24
	Apt Elev	27

Circling NA east of Rwy 15-33. DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase all Cat. C/D visibilities ½ mile. VDP NA when using St. Michael altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HERLA and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
132.25	135.7 335.5	122.3	123.0 (L)



CATEGORY	A	B	C	D
LNAV MDA	520-1 496 (500-1)		520-1¼ 496 (500-1¼)	520-1½ 496 (500-1½)
CIRCLING	520-1 493 (500-1)		520-1½ 493 (500-1½)	580-2 553 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME UNK	APP CRS	Rwy Idg	N/A
116.9	094°	TDZE	N/A
Chan 116		Apt Elev	27

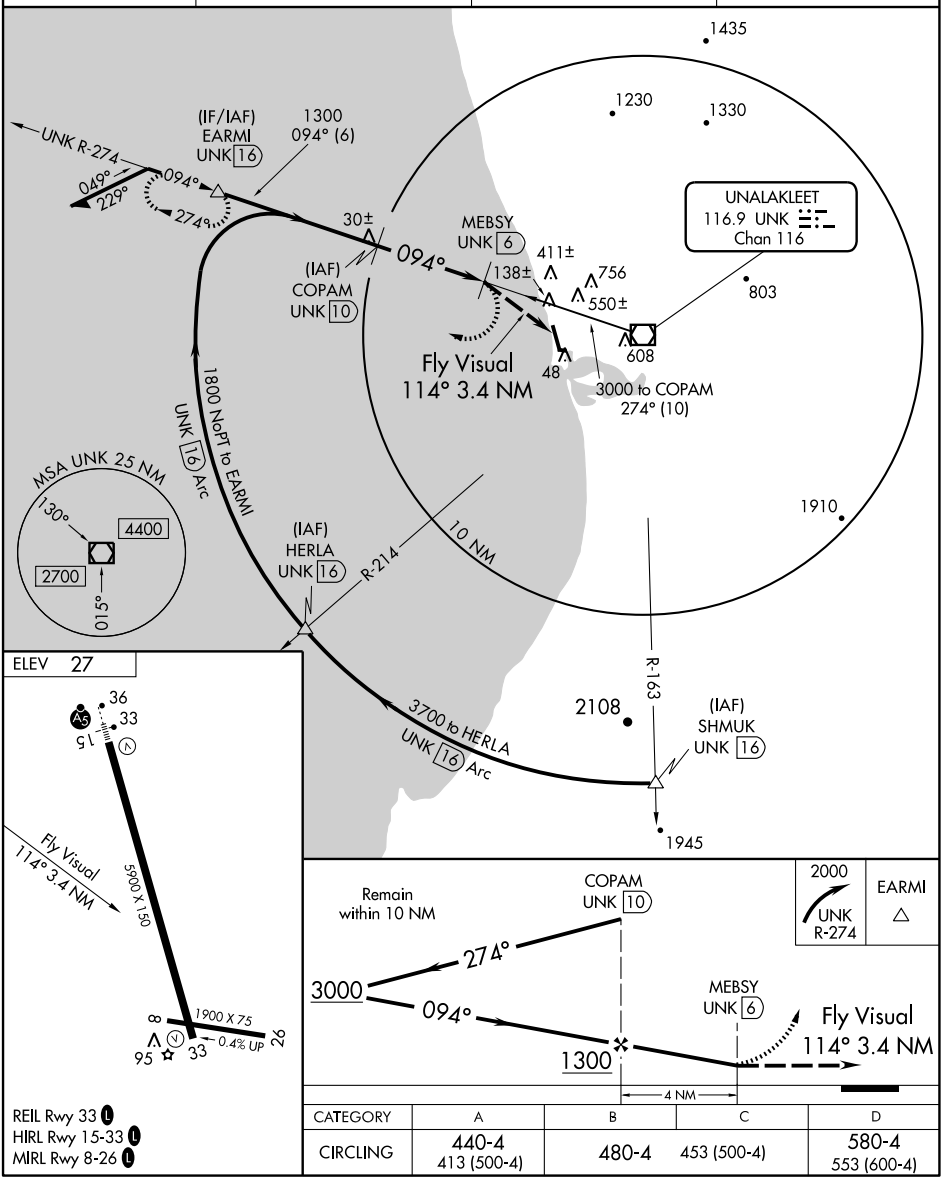
VOR/DME-D

UNALAKLEET (UNK)(PAUN)

Circling NA east of runway 15-33. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing right turn to 2000 via UNK VOR/DME R-274 to EARMI/16 DME and hold.

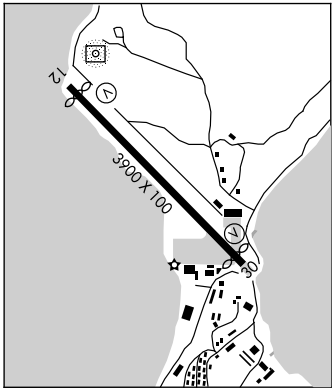
AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
132.25	135.7 335.5	122.3	123.0 L



CATEGORY	A	B	C	D
CIRCLING	440-4 413 (500-4)	480-4	453 (500-4)	580-4 553 (600-4)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **UNALASKA** (DUT) (PADU) 1 N N53°54.01′ W166°32.61′ UTC−9(−8DT) **DUTCH HARBOR**
P 22 BL4, 9①, 10 H39(ASP–GRVD) 12–30② **L–2J**
FUEL —(NC–100LL, JET A) **IAP**



AIRPORT REMARKS —Attended 1700–0130Z‡. Class I, ARFF Index A. Arpt maint duty hrs 1700–0130Z‡ Mon thru Fri. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager P.O. Box 920525, Dutch Harbor, AK 99692. Arpt hazard reporting only performed during maintenance duty hrs and for air carrier ops over 30 passenger seats. Snow removal and ice removal only performed during duty hrs unless by prior arrangement in writing with arpt management. ARFF equipment staffed during periods of large air carrier ops. Tfc pattern around mountain. Tfc pattern alt 2100′. Tran acft must park on Ramp B. Fuel avbl 1700–0200Z‡ OT call out fee—AVGAS only. Rwy 30 rgt tfc. Arpt area subject to moderate to extreme concentrations of birds. Do not perform locked wheel turns on Rwy 12–30. Personnel and equipment may be working on the rwy at any time. Jet blast area AER 30 clsd to taxiing acft exc when road vehicle and pedestrian tfc is controlled by operators representative. Clockwise turn requested. Rwy 30 VASI skewed 5° south of rwy heading. For MIRL Rwy 12–30, REIL Rwys 12 and 30, stop light for vehicle tfc crossing Rwy 30 thld, key 122.6 7 times for on, 3 times for stop lgt and REIL off. VASI Rwy 12 and Rwy 30 opr continuously. Stop lgt for vehicle tfc crossing Rwy 30 thld must be activated and deactivated for each acft operation over thld. For seaplane gate opr key 122.8—7 times to open 3 times to close, gate closes automatically after 5 minutes. ①Rwy 30, TCH 25′. GS 3.0°. Rwy 12, TCH 34′. GS 3.0°. ②Rwy 12 thld dsplcd 100′. Rwy 30 thld displaced 100′.

WEATHER DATA SOURCES —(AWOS–3 125.8 907–581–2803) (WX CAM).

COMMUNICATIONS—(CTAF 122.6) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM DUT OT CTC KENAI ENA)

RCO —122.6 (COLD BAY FSS) (1700–0300Z‡ OT ctc Kenai FSS.)

ANCHORAGE CENTER APP/DEP CON —121.4

RADIO AIDS TO NAVIGATION

DUTCH HARBOR NDB (HW/DME) 283 DUT Chan 86 N53°54.31′ W166°32.95′ At Fld.284/14E.
DME portion unusable:
015°–085° byd 3 NM blw 9,000′ 085°–322° byd 13 NM blw 9,000′.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Wx information avbl on 129.5 (call sign Dutch WX) or phone 907–581–1256 1545–0345Z‡.

UPPER HANNUM CREEK (See HANNUM)

UPPER WASILLA LAKE (See WASILLA)

UTOPIA CREEK (See INDIAN MOUNTAIN LRRS)

UTOPIA CREEK N65°59.70′ W153°41.67′ **FAIRBANKS**
NDB(HW) 272 UTO At Indian Mountain AFS./21E. **L–4I**
NDB unusable:
210°–240° and all alts and distances. 340°–355° all alts and distances.
May be shutdown with out prior notice, no standby beacon transmitter.

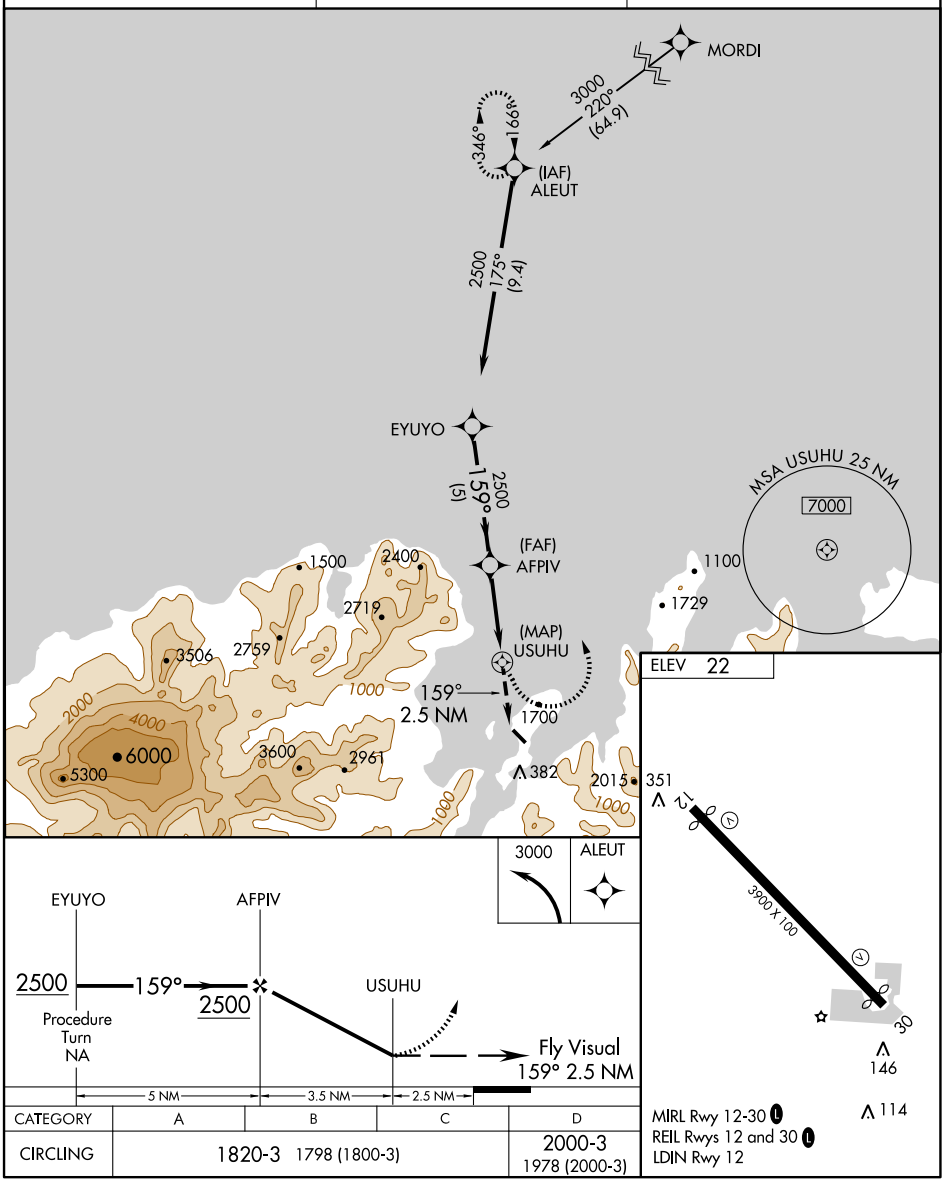
APP CRS	Rwy Idg	N/A
159°	TDZE	N/A
	Apt Elev	22

GPS-E
UNALASKA (DUT) (PADU)

NA — Circling NA northeast of Rwy 12-30. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct ALEUT and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
125.8	121.4	122.6 L ★



CATEGORY	A	B	C	D
CIRCLING	1820-3 1798 (1800-3)			2000-3 1978 (2000-3)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L
LDIN Rwy 12

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NDB/DME DUT 283 Chan 86 (113.9)	APP CRS 166°	Rwy Idg N/A TDZE N/A Apt Elev 22

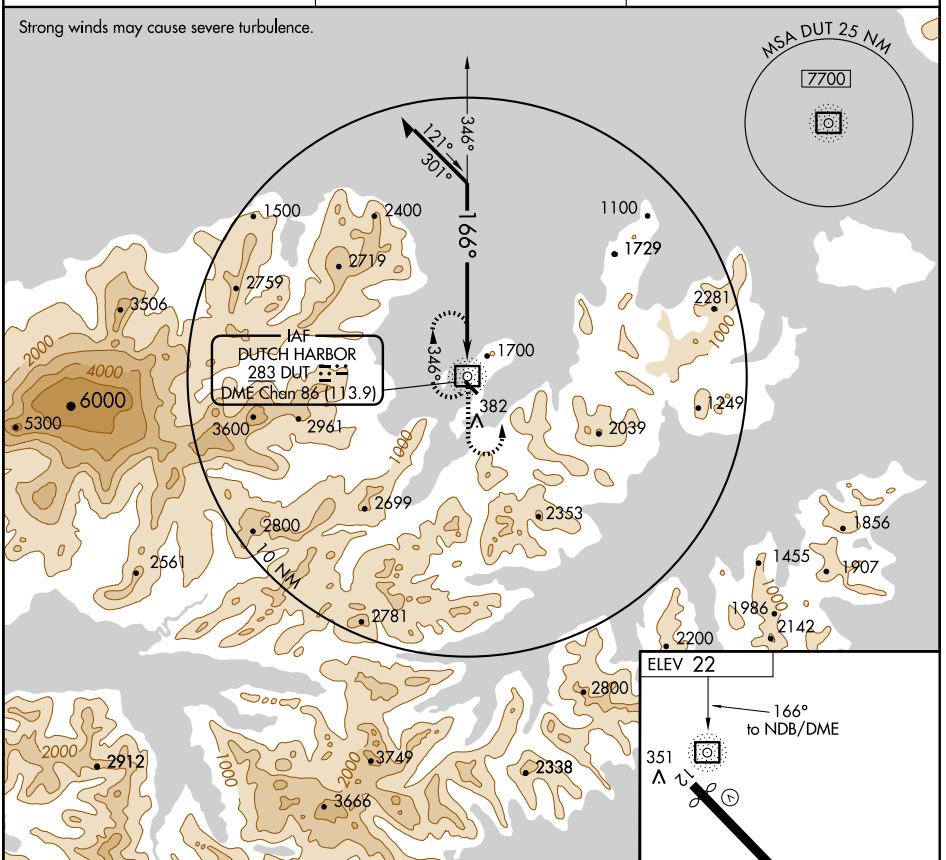
NDB-A
UNALASKA (DUT) (PADU)

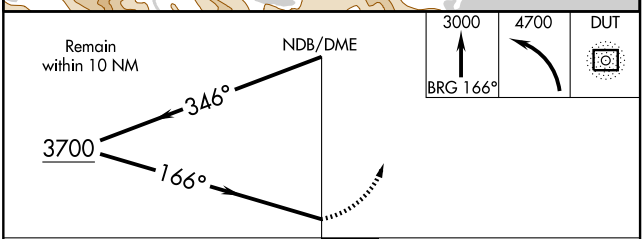
When Unalaska altimeter setting not available procedure NA.
Circling NA Northeast of Rwy 12-30.
Procedure NA at night.
Descend to 6000 in holding pattern.

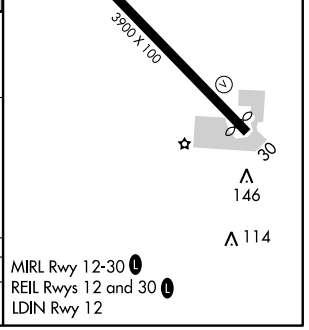
MISSED APPROACH: Climb to 3000 via 166° bearing then climbing left turn to 4700 direct DUT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
125.8	121.4	122.6 L ★

Strong winds may cause severe turbulence.







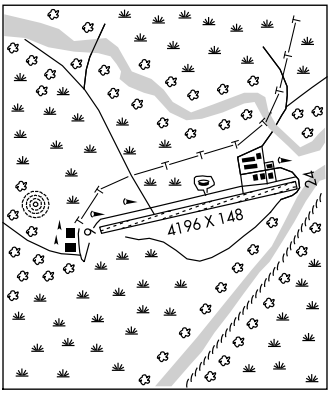
CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 2187 (2200-1¼)	2200-1½ 2187 (2200-1½)	2200-3	2187 (2200-3)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L
LDIN Rwy 12

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **INDIAN MOUNTAIN LRRS** (Utopia Creek) (UTO) (PAIM) 0 S N65°59.57′ W153°42.23′ **FAIRBANKS**
UTC−9(−8DT) **H–1A, L–4I**
AF 1273 *L , 9,10① 42(GVL) 06–24 **DIAP**

AIRPORT REMARKS —CLOSED to the public. OFFICIAL BUSINESS ONLY. Attended Mon–Fri 1700–0200Z‡, CLOSED weekends and holidays. All military, government and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–3211/4310, C907–552–3211/4310. Afld is CLOSED weekends and all federal hol. CAUTION: Winds in excess of 20 kts may produce severe turbulence. Passengers must coordinate all travel with ARS Program Mgmt (DSN 317–552–4400/1989 or C907–552–4400/1989) on all non–emergency travel to site. USAF installation, all civil acft operators require civil acft landing permits prior to landing at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Operators must have on board a copy of current permit. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. AFI 10–1001 is located at: http://www.e–publishing.af.mil/shared/media/epubs/AFI10–1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Contact 11AF Airfield Mgt for permits 907–552–1448/4176. Rwy 24 slope 7.1% up W. Land Rwy 24, takeoff Rwy 06. Rwy 06 effective gradient 7.1% down. Visual landing zone marker panels configured IAW Air Force instruction 13–217, airport marking pattern –1. After initial radio contact on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. ACTIVATE REIL Rwy 24 126.2 or 243.0. ①Rwy 24.



WEATHER DATA SOURCES—(AWOS–3 907–552–3211/4310 Ext 229).

COMMUNICATIONS—(CTAF 126.2)(TIE–IN FSS FAIRBANKS FAI–NOTAM PAIM)

RCO —122.6 (FAIRBANKS)

ANCHORAGE CENTER APP/DEP CON—352.0 124.6

RADIO AIDS IN NAVIGATION

UTOPIA CREEK NDB(HW) 272 UTO N65°59.70′ W153°41.67′ At Fld./21E.
NDB unusable:
210°–240° and 340°–355° all alts and distances

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. NDB may be shutdown without prior notice. No standby beacon transmitter.

INIGOK (See DEADHORSE)

ISLAND LAKE SEAPLANE (See KENAI)

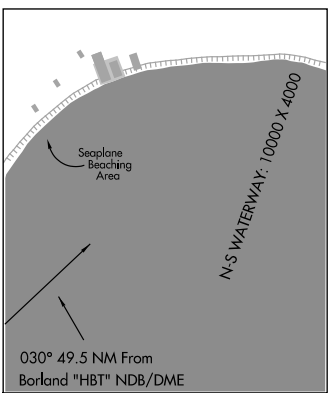
ISLAND LAKE SEAPLANE (See WASILLA)

§ **IVANOF BAY SEAPLANE** (KIB) 0 S N55°53.85′ W159°29.32′ UTC−9(−8DT) **COLD BAY**
00 –100 N–S

SEAPLANE REMARKS —Unattended. Acft can use beach. No beach at high tide. Violent turbulence during high winds. Community abandoned. Dock destroyed. Beach has steep bank. Beach covered with rocks up to 12″. Seaplane Facility is no longer used. 1550′ x 25′ airstrip near beach. Suitable for general aviation acft. Airstrip also serves as road.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS COLD BAY CDB 1700–0300Z‡–NOTAM SDP OT CTC KENAI ENA)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.



NDB RWY 24

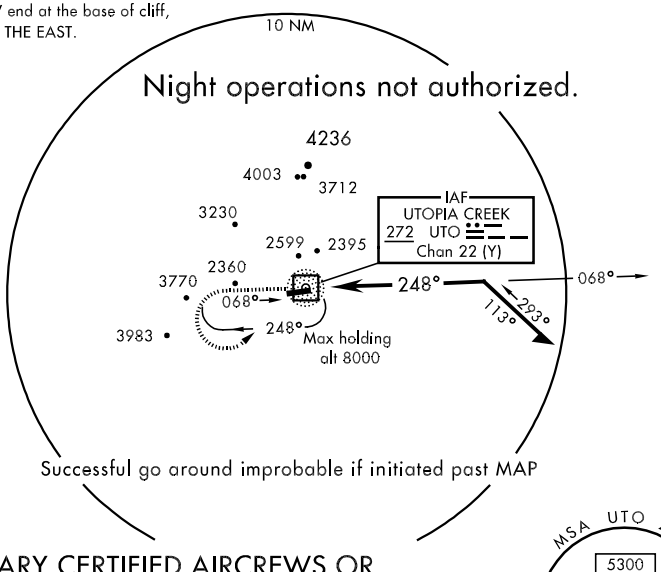
NDB/DME UTO	APCH CRS	Rwy Idg 4100
272	248°	THRE 962
Chan 22 (Y)		Arpt Elev 1220

AL-2335 [USAF] INDIAN MOUNTAIN LRRS (PAIM)

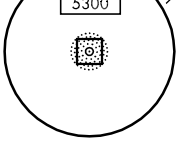
MISSED APPROACH: Climb on track 248° until 4400. Then turn left direct UTO NDB and hold at 6300. Climb in holding authorized.

ANCHORAGE CENTER APP/DEP CON	RCO	CTAF	AWOS-3
124.6 352.0	122.6 (FAIRBANKS)	126.2	

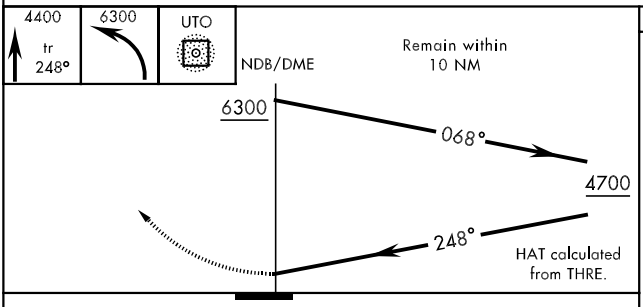
CAUTION: Rwy located on a slope of a 3415' mountain with W end at the base of cliff, APRROACH ONLY FROM THE EAST.



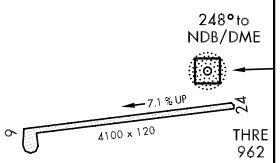
MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.



EMERG SAFE ALT 100 NM 9900



ELEV 1220
Land Rwy 24
Take-off Rwy 6



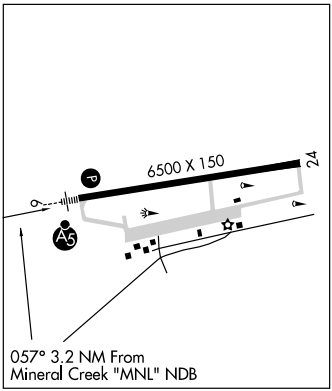
CATEGORY	A	B	C	D
S-24	3540-1¼ 2578 (2300-1¼)	3540-1½ 2578 (2300-1½)	3540-3 2578 (2300-3)	
CIRCLING	NOT AUTHORIZED			

REIL Rwy 24

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **VALDEZ PIONEER FIELD** (VDZ) (PAVD) 3 E N61°08.05′ W146°14.69′ (LRA) UTC−9(−8DT) **ANCHORAGE**
P 121 BL 5, 6, 10①, 12 ② 65(ASP–GRVD) 06–24 S–75, D–200, 2D–300 **H–1B, L–1A, 3E, 4H**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**

AIRPORT REMARKS —Attended May–Sep 1700–0330Z‡, Oct–Apr 1400–0330Z‡. Fuel avbl PPR call 907–835–2595. Be alert—during strong northerly winds the winds at midfield and at the east end of the rwy may be significantly higher than the winds detected at the AWOS site. Class I, ARFF Index A. CLOSED to air carrier operations with more than 30 passenger seats except with PPR in writing to Arpt Manager, PO Box 507 Valdez, AK 99686, 24 hrs in advance, FAX 907–835–5849. Arpt maint duty hrs 1500–0300Z‡ winter, 1630–0300Z‡ summer. Snow and ice removal only performed during duty hrs unless by prior arrangement in writing with arpt management. Rwy 06 slope 1.1% up E. Rwy 06 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Be alert: See Special Notices—PORT VALDEZ AREA and General Notices—THOMPSON PASS AVALANCE CONTROL. ACTIVATE HIRL Rwy 06–24, MALSR and PAPI Rwy 06 and REIL Rwy 24—CTAF. ①Rwy 24. ②Rwy 06, TCH 29′. GS 3.0°.



WEATHER DATA SOURCES —(AWOS–3 118.8 907–835–5578) (WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS JUNEAU JNU–NOTAM VDZ)
RCO —122.2 **(V)** (JUNEAU FSS)
ANCHORAGE CENTER APP/DEP CON —269.4 119.3
RADIO AIDS TO NAVIGATION
MINERAL CREEK NDB(MHW) 524 MNL N61°07.45′ W146°21.13′ 057° 3.2 NM to fld.16/22E.
NDB unusable:
320°–010° byd 15 NM.
LDA/DME 109.5 I–VDZ Chan 32. LOC and DME unusable byd 25° rgt of crs all distances and altitudes.
LOC and DME unusable byd 10° left of crs all distances and altitudes.
LOC and DME unusable:
byd 11.2 NM blw 4,635′.
RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

§ **ROBE LAKE SEAPLANE** (L93) 6 W N61°05.23′ W146°08.64′ UTC−9(−8DT) **ANCHORAGE**
39 –40 E–W N–S
SEAPLANE REMARKS—Unattended. Be alert, steel beams on dock.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9)(TIE–IN FSS JUNEAU–NOTAM VDZ)
RADIO/NAV/WEATHER REMARKS—For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

VALLEY FLYING CROWN (See WASILLA)

VALLEY HOSPITAL–PALMER HELIPORT (See PALMER)

®VANCOUVER CENTER—**350.7** 350.7 **245.0** 245.0 **134.8** 134.8 **134.4** **133.7** 133.7 **125.95** 125.95
Kains Mountain—**133.775** 133.775
Kamloops— **236.0** 236.0 **135.5** **134.4** 134.4 133.5 132.35
Port Hardy—**266.3** 266.3 **134.6** 132.2
Prince Rupert—**284.0** 284.0 **128.0** 128.0
Puntzi—**135.05** 135.05
Sandspit—**227.2** 227.2 **133.4** 133.4
Terrace—**269.1** 269.1 **128.4** 128.4
Tofino—**254.9** 254.9 **132.9** 132.9

LOC/DME I-VDZ	APP CRS	Rwy Idg	N/A
109.5	054°	TDZE	N/A
Chan 32		Apt Elev	121

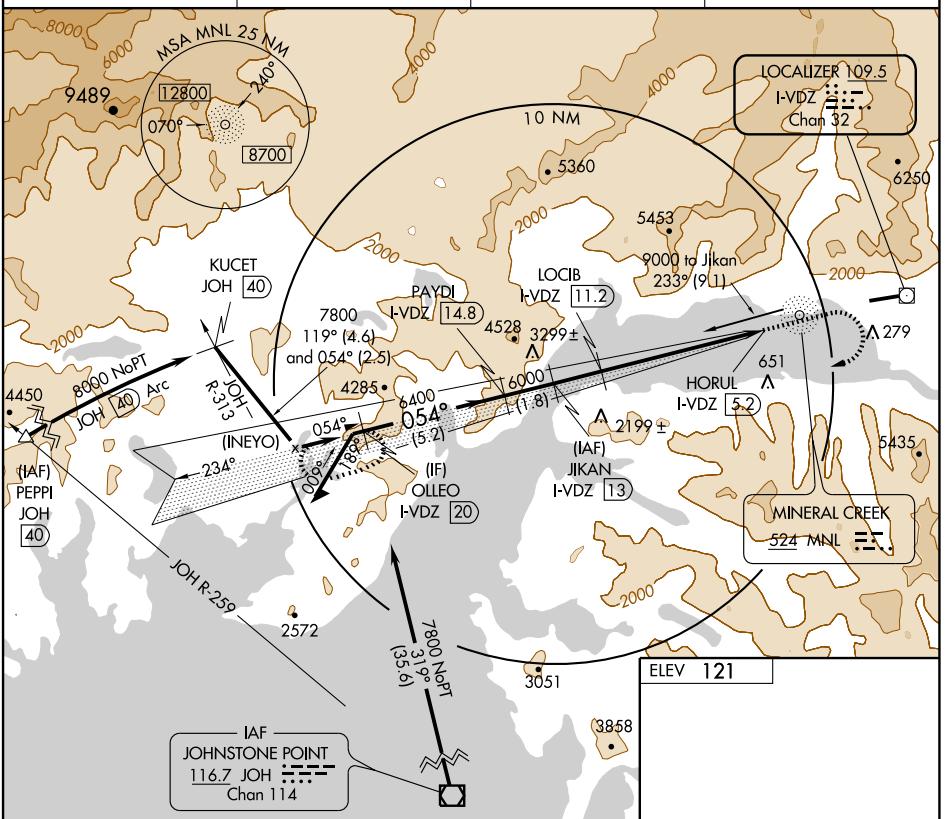
LDA/DME-H

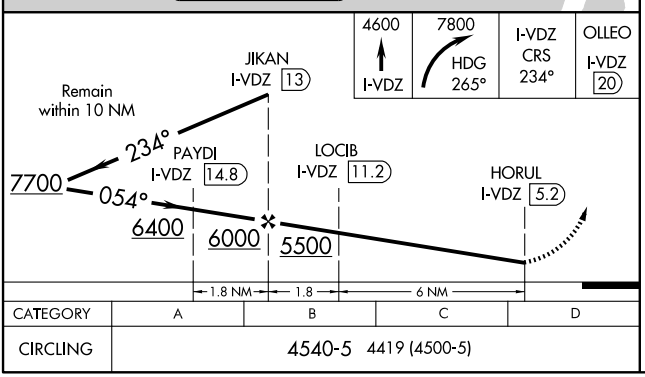
VALDEZ PIONEER FIELD (VDZ) (PAVD)

Circling NA north of Rwy 6-24.
If local altimeter setting not received, procedure NA. Procedure NA at night.

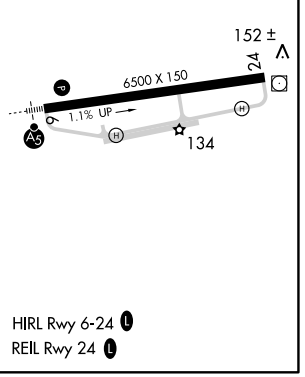
MISSED APPROACH: Climb via I-VDZ localizer to 4600 then climbing right turn to 7800 via heading 265° and I-VDZ southwest course 234° to OLLEO Int/20 DME and hold, continue climb-in-hold to 7800.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
118.8	119.3 269.4	122.2	122.9 L





CATEGORY	A	B	C	D
CIRCLING	4540-5 4419 (4500-5)			



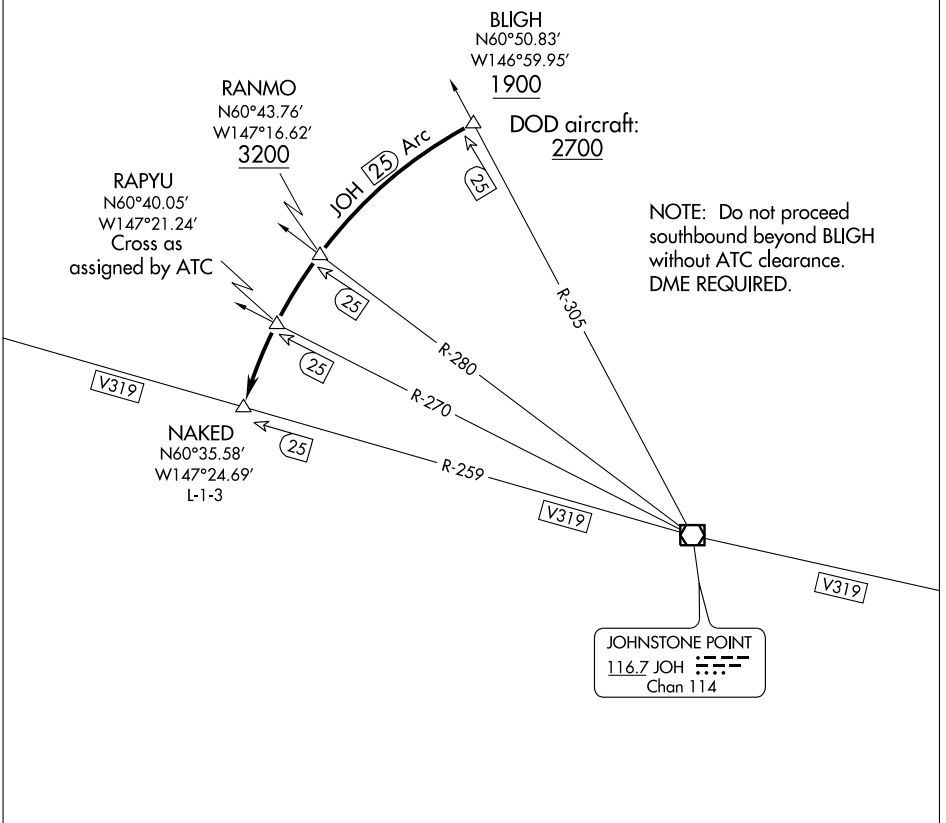
HIRL Rwy 6-24 L
REIL Rwy 24 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

NAKED THREE DEPARTURE

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO 122.2
CTAF 122.9

TAKEOFF MINIMUMS:
Rwy 6, 24, 2000-3 (DOD aircraft 3500-3)
NA at night.



NOTE: Chart not to scale.

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Proceed in visual conditions from Valdez Airport to BLIGH (JOH R-305/25 DME) to cross BLIGH at or above 1900′ (visual conditions must be maintained from takeoff until established over BLIGH at or above 1900′ MSL) (DOD aircraft: cross BLIGH at or above 2700′). Proceed southbound on JOH 25 DME ARC to NAKED; cross RANMO at or above 3200′. Cross RAPYU as assigned by ATC. Thence via (assigned route).

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS—(UNICOM 122.8) (ATIS 124.6 124.75 1–877–517–2847)

RCO —123.15 **(E)** (PACIFIC FSS)

Ⓡ **APP CON** —352.7 134.225 133.1 (Inner) 128.6 128.17 (Outer)

DEP CON —363.8 126.125 (North) 132.3 (South)

TOWER —236.6 226.5 125.65 124.0 (VFR) 119.55 (North) 118.7 (South) **(E)** **GND CON** —275.8 127.15 (North) 121.7 (South)

CLNC DEL —121.4

VFR ADVISORY SVC —125.2

INTERNATIONAL A/G FREQS —127.3

RADIO AIDS TO NAVIGATION

(H)VORW/DME 115.9 YVR Chan 106 N49°04.64′ W123°08.95′ 328° 7.2 NM to Fld./21E.

NDB(MHW) 266 VR N49°10.37′ W123°03.43′ 266° 5.2 NM to Fld./19E.

SEA ISLAND NDB(MHW) ZVR 368 N49°11.48′ W123°13.18′ 063° 1.4 NM to Fld./19E.

ILS/DME 110.7 I–IFZ Chan 44 Rwy 26L.

ILS/DME 109.5 I–IVR Chan 32 Rwy 08R.

ILS/DME 111.1 I–IMK Chan 48 Rwy 12.

ILS/DME 110.55 I–ITL Chan 42(Y) Rwy 08L.

ILS/DME 111.95 I–IRD Chan 56(Y) Rwy 26R.

RADIO/NAV/WEATHER REMARKS —LC to Vancouver FSS dial 604–775–9505.

VANCOUVER INTL SEAPLANE (CAM9) N49°11.70′ W123°10.92′ (AOE) UTC−8(−7DT) **H–1D, 1E, L–1D, 1E**

MOT 00 –60

SEAPLANE REMARKS —Low level overflights of helicopter arrival/departure adj land aerodrome. Rough water associated with strong E or W winds, 1–3′ swells. Tidal range 14′, shallow water close to shores. Customs avbl ctc 888–226–7277.

COMMUNICATIONS—(ATIS 124.6 124.75 1–877–517–2847)

RCO 123.15 (E) (PACIFIC FSS)

TOWER 236.6 226.5 125.65 124.0 Outer 119.55 (North) 118.7 (South)

CLNC DEL—121.4

RADIO/NAV/WEATHER REMARKS —LC to Vancouver FSS dial 604–775–9505.

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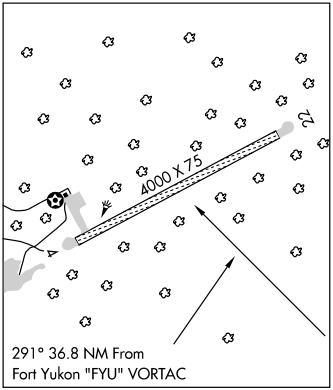
§ **VENETIE** (VEE) (PAVE) 1 E N67°00.52′ W146°21.98′ UTC−9(−8DT) **FAIRBANKS**
574 BL4, 40(GVL) 04–22 **H–1B, L–4J**
IAP

AIRPORT REMARKS —Unattended. Maint in winter variable. Rwy 04–22 sfc slippery when wet, sfc uneven and sparsely graveled. Rwy 04 road transits rwy approximately 300′ from thld. PPR before landing phone 907–849–8165. Construction equipment and persons operating on and in vcnty of rwy. ACTIVATE MIRL Rwy 04–22 and rot bcn—CTAF.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

ANCHORAGE CENTER APP/DEP —284.7 135.0

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.



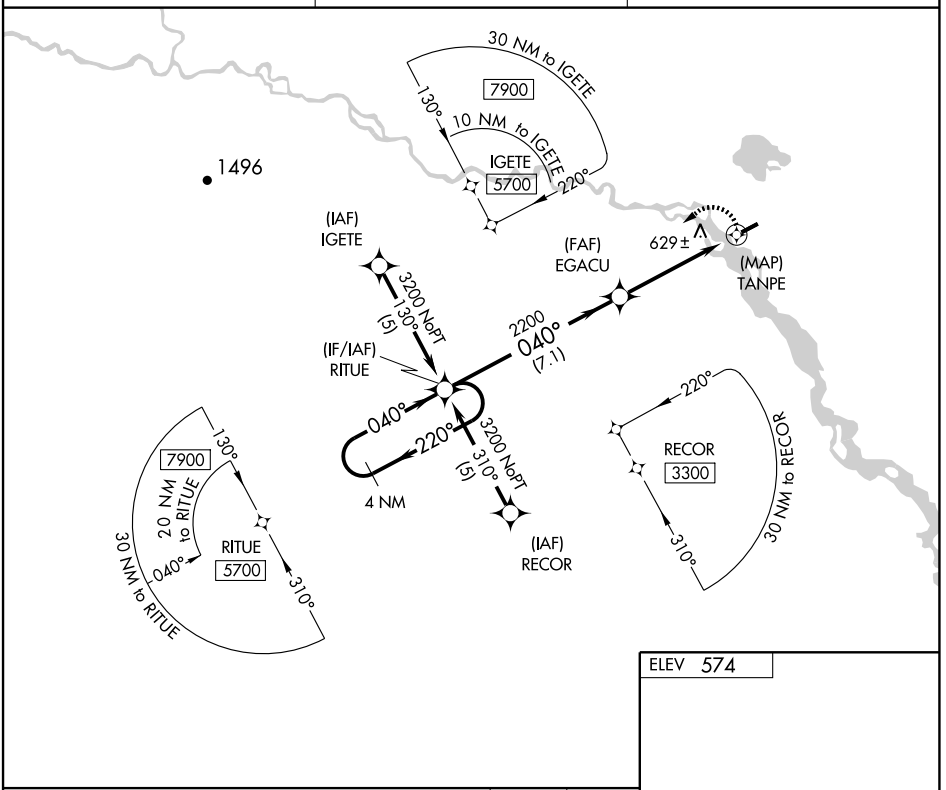
APP CRS	Rwy Idg	4000
040°	TDZE	572
	Apt Elev	574

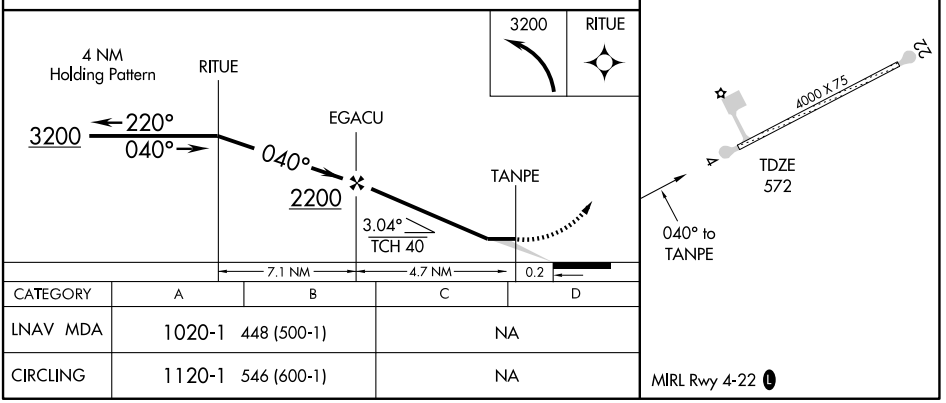
RNAV (GPS) RWY 4
VENETIE (VEE) (PAVE)

Use Fort Yukon altimeter setting; when not received procedure NA. Procedure NA at night.
NA
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3200 direct RITUE and hold.

FORT YUKON AWOS-3	ANCHORAGE CENTER	CTAF
125.8	135.0 284.7	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1020-1 448 (500-1)		NA	
CIRCLING	1120-1 546 (600-1)		NA	

MIRL Rwy 4-22 L

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
220°	TDZE	574
	Apt Elev	574

RNAV (GPS) RWY 22

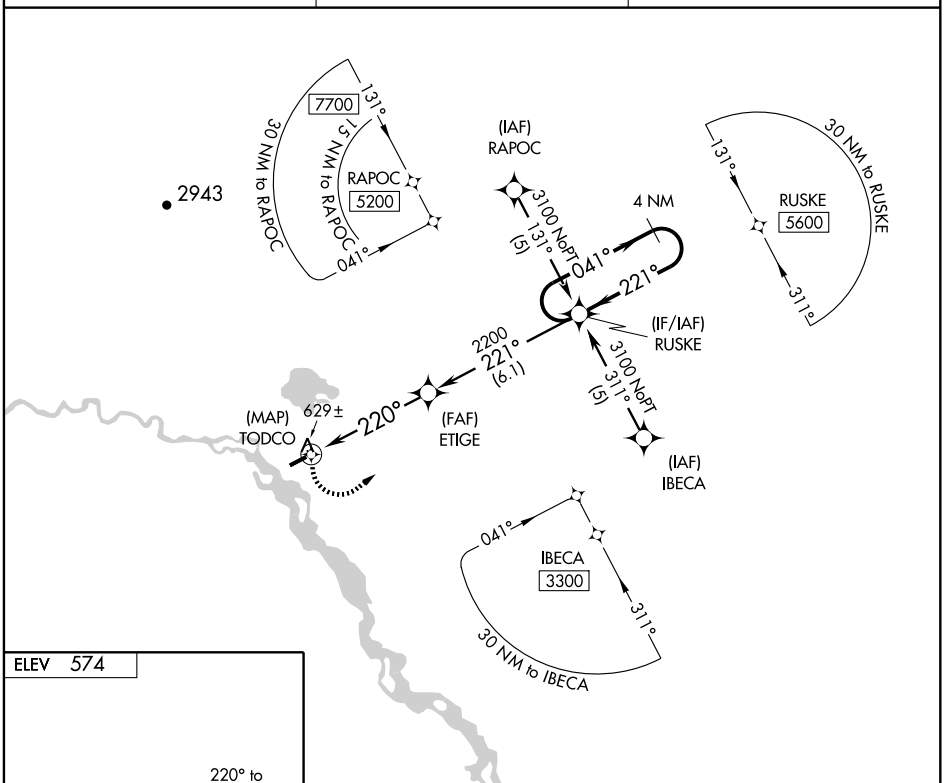
VENETIE (VEE) (PAVE)

Use Fort Yukon altimeter setting; when not received procedure NA. Procedure NA at night.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3100 direct RUSKE and hold.

FORT YUKON AWOS-3	ANCHORAGE CENTER	CTAF
125.8	135.0 284.7	122.9 L



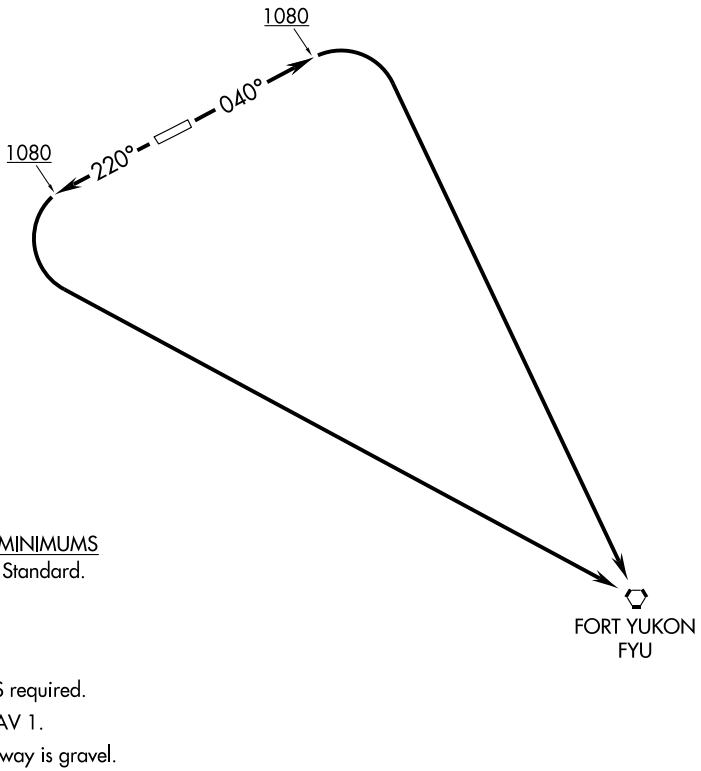
CATEGORY	A	B	C	D
LNAV MDA	1020-1 446 (500-1)		NA	
CIRCLING	1120-1 546 (600-1)		NA	

MIRL Rwy 4-22 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VENETIE ONE DEPARTURE (RNAV)

FORT YUKON AWOS-3
125.8
ANCHORAGE CENTER
135.0 284.7



TAKE-OFF MINIMUMS
Rwy 4, 22: Standard.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Runway is gravel.
NOTE: Procedure NA for Cat C/D aircraft.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

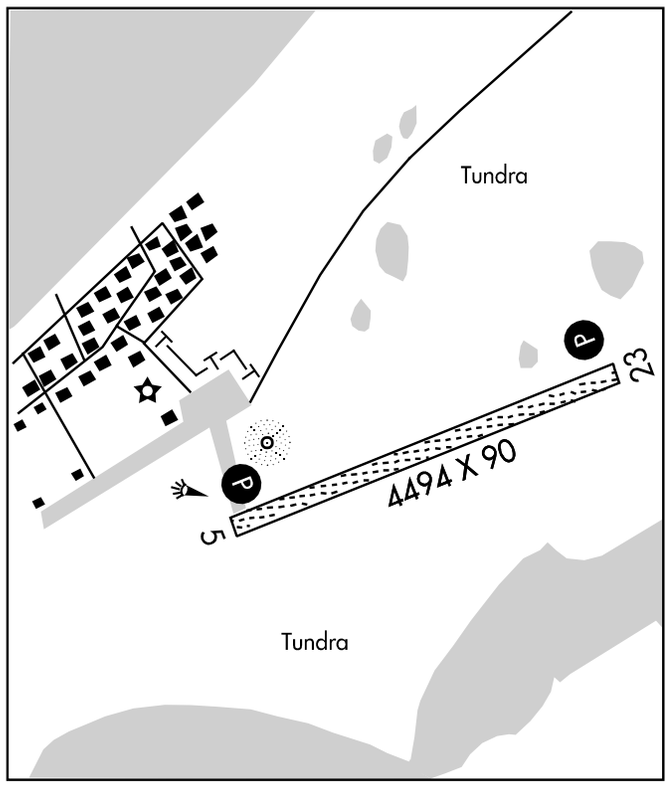
TAKE-OFF RUNWAY 4: Climb heading 040° to 1080, then right turn direct FYU VORTAC, Thence ....
TAKE-OFF RUNWAY 22: Climb heading 220° to 1080, then left turn direct FYU VORTAC, Thence ....

.... maintain 5000 or ATC assigned altitude.

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **WAINWRIGHT** (AWI) (PAWI) 1 SE N70°38.28′ W159°59.69′ UTC−9(−8DT) **CAPE LISBURNE**
P 41 BL4, 10①, 12② 45(GVL) 05–23 **H–1A, L–4I**
IAP

AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 05–23 shallow ruts entire length of rwy. Twr 40′ AGL 500′N of rwy. Birds on and in vicinity of airport. Rwy 05–23 ruts and puddles entire length of rwy. Soft sfc on ramp and twy, prone to rutting and ponding. Rwy 23 extended centerline marked with orange 50 gal steel drums. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23—122.8. ①Rwy 05 and Rwy 23 ②Rwy 05, TCH 31′. GS 3.0°. Rwy 23, TCH 30′. GS 3.0°.



WEATHER DATA SOURCES —(ASOS 132.25 907–763–8881)

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM AWI)

RCO —122.5 (FAIRBANKS FSS)

ANCHORAGE CENTER APP/DEP CON—239.25 135.3

RADIO AIDS TO NAVIGATION

WAINWRIGHT VILLAGE NDB (HW) 338 UKK N70°38.26′ W160°00.57′ at Fld./17E. VFR only.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. For a toll free call to Barrow FSS dial 1–800–779–7709.

§ **WAINWRIGHT AS** (AKØ3) (PAWT) (Wainwright) 0 N N70°36.80′ W159°51.62′ UTC−9(−8DT) **CAPE LISBURNE**
AF 35 BL4,10 30(GVL) 03–21

AIRPORT REMARKS —CLOSED TO PUBLIC, OFFICIAL BUSINESS ONLY. All aircraft operators shall obtain a PPR number at least 24 hrs prior to intended landing. All civil acft operators must submit civil aircraft landing permit (CALP) application IAW Air Force instruction 10–1001 (http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf) at least 30 days prior to first intended landing. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF operating instructions. Contact 611 AOS/AOO at DSN: 317–552–3636 or Com: 907–552–3636 for PPR numbers and CALPs. Mail CALP application to: ATTN: 11AF Airfield Manager, 10471 20th St, Suite 231, Elmendorf AFB AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail: aklandingpermits@elmendorf.af.mil. CAUTION: Rwy and helipad not maintained, condition unknown. Recommend visual inspection prior to landing.

COMMUNICATIONS—(CTAF 126.2) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516.

WAINWRIGHT N70°38.29′ W160°01.07′ **CAPE LISBURNE**
RCO —122.5 (FAIRBANKS FSS) **L–4I**

WAINWRIGHT VILLAGE N70°38.26′ W160°00.57′ **CAPE LISBURNE**
NDB (HW) 338 UKK at Wainwright./17E. **L–4I**

NDB UKK	APP CRS	Rwy Idg	4494
338	042°M	TDZE	41
	(219°G)	Apt Elev	41

NDB RWY 5

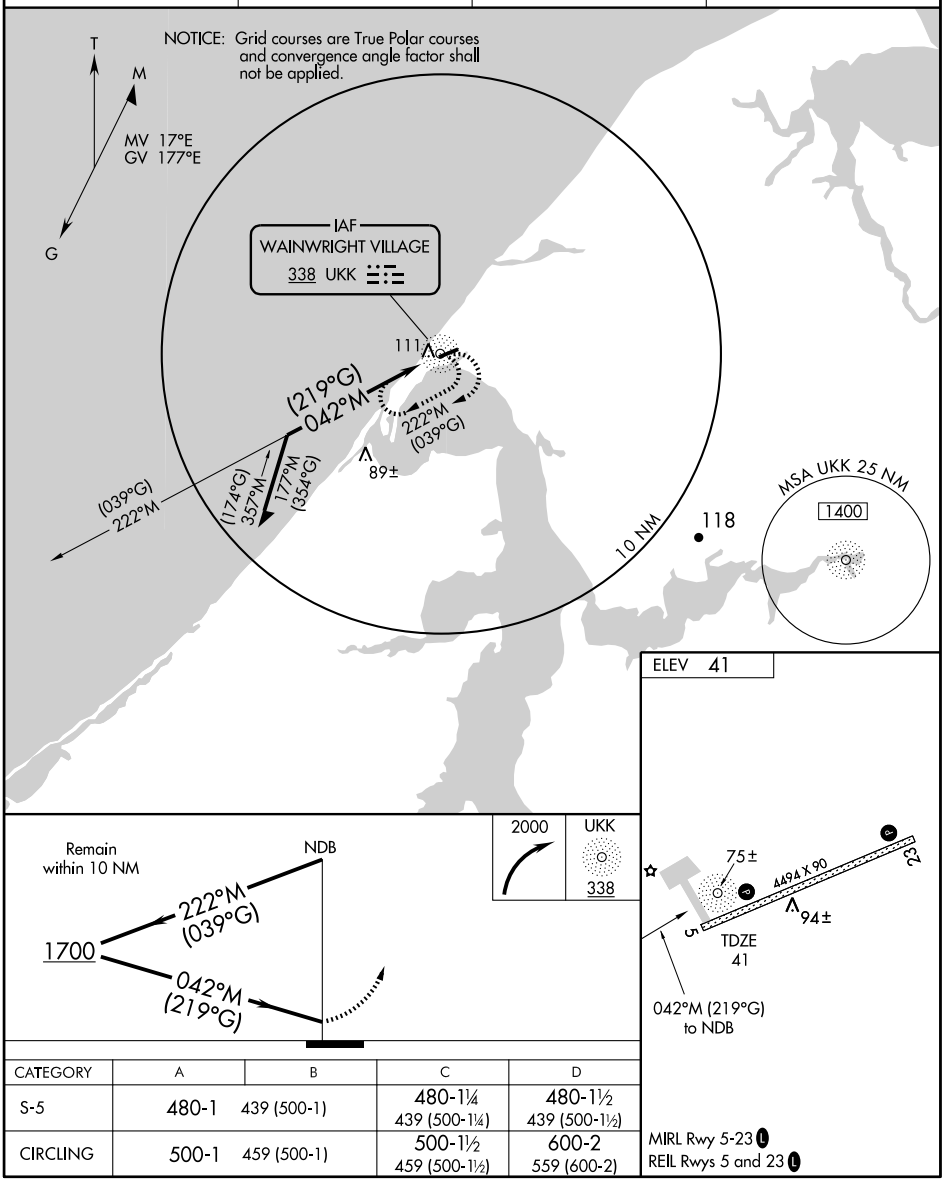
WAINWRIGHT (AWI)(PAWI)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and S-5 Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 in UKK NDB holding pattern.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.25	135.3 239.25	122.5	122.8 L

AK, 23 SEP 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-5	480-1	439 (500-1)	480-1¼ 439 (500-1¼)	480-1½ 439 (500-1½)
CIRCLING	500-1	459 (500-1)	500-1½ 459 (500-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NDB UKK 338	APP CRS 235°M (052°G)	Rwy Idg 4494 TDZE 41 Apt Elev 41

NDB RWY 23

WAINWRIGHT (AWI) (PAWI)

⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 in UKK NDB holding pattern.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.25	135.3 239.25	122.5	122.8 L

AK, 23 SEP 2010 to 18 NOV 2010

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T
M
MV 17°E
GV 177°E
G

IAF
WAINWRIGHT VILLAGE
338 UKK

111
235°M (052°G)
055°M (232°G)
100°M (277°G)
(097°G) 280°M
(232°G) 055°M
139±

10 NM

MSA UKK 25 NM
1400

ELEV 41

235°M (052°G) to NDB

75±
4494 X 90
23
5
TDZE 41
94±

2000 UKK 338

NDB
055°M (232°G)
235°M (052°G)
1700
Remain within 10 NM

CATEGORY	A	B	C	D
S-23	560-1	519 (600-1)	560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1	519 (600-1)	560-1½ 519 (600-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

APP CRS	Rwy Idg	4494
050°M (227°G)	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 5

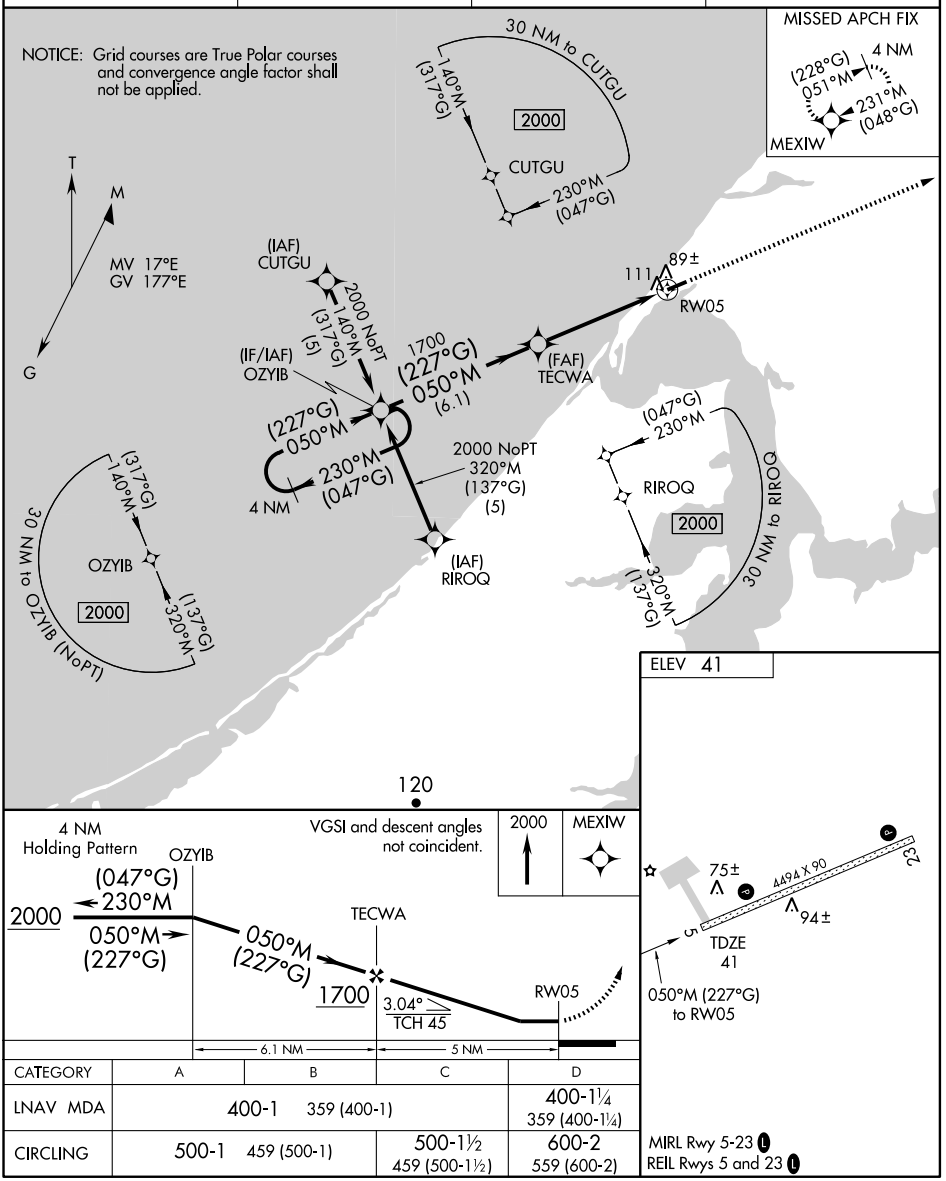
WAINWRIGHT (AWI) (PAWI)

⚠ DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MEXIW and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.25	135.3 239.25	122.5	122.8 L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.



CATEGORY	A	B	C	D
LNAV MDA	400-1 359 (400-1)			400-1¼ 359 (400-1¼)
CIRCLING	500-1 459 (500-1)		500-1½ 459 (500-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4494
231°M (048°G)	TDZE	41
	Apt Elev	41

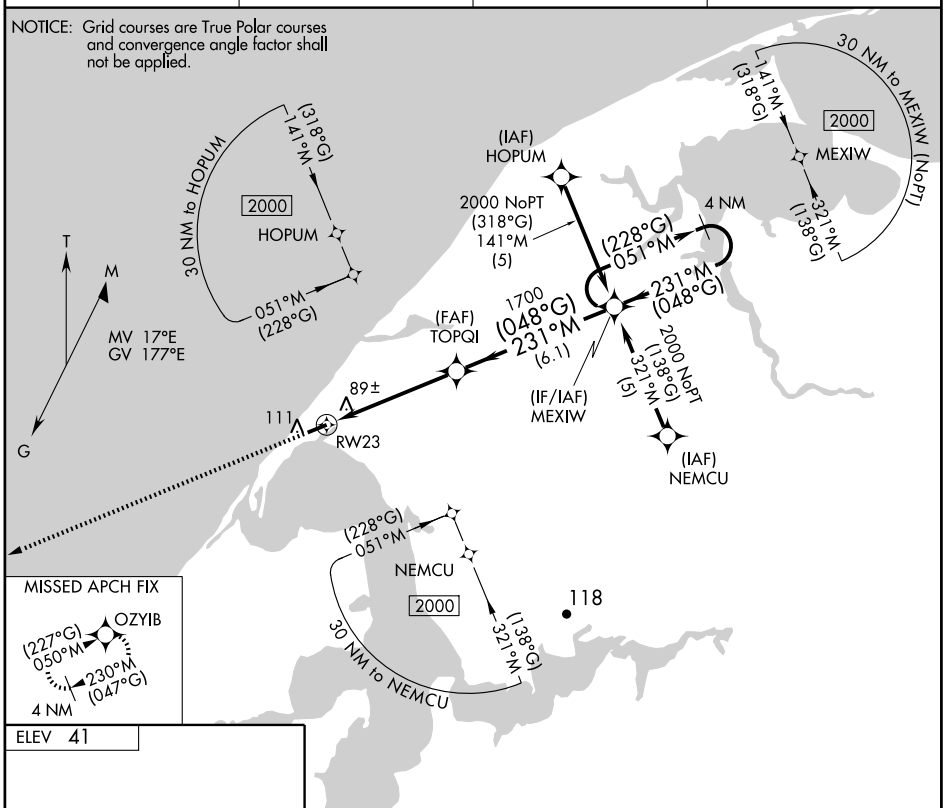
RNAV (GPS) RWY 23
WAINWRIGHT (AWI) (PAWI)

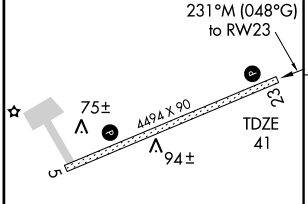
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and LNAV visibility Cats. C and D ½ mile, Circling visibility Cat. D ¼ mile.

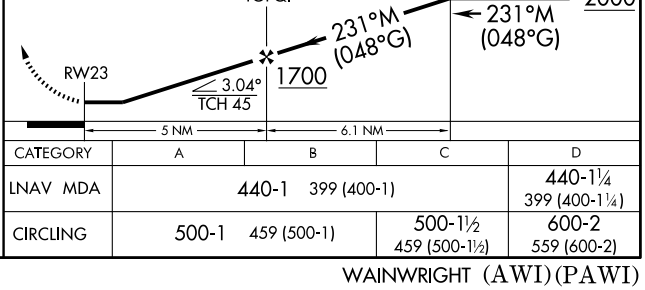
MISSED APPROACH: Climb to 2000 direct OZYIB and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.25	135.3 239.25	122.5	122.8 (L)

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.





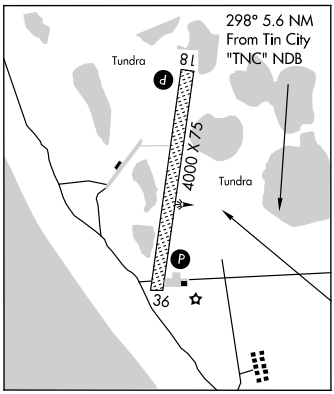


CATEGORY	A	B	C	D
LNAV MDA	440-1 399 (400-1)			440-1¼ 399 (400-1¼)
CIRCLING	500-1 459 (500-1)		500-1½ 459 (500-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 (L)
REIL Rwys 5 and 23 (L)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **WALES** (IWK) (PAIW) 1 NW N65°37.36′ W168°05.70′ UTC−9(−8DT) **NOME**
22 BL4, 10①, 12② 40(GVL) 18–36 **H–1A, L–4H**
AIRPORT REMARKS —Unattended. Easterly winds may cause severe turbulence in vicinity of rwy. Rwy conditions not monitored, recommend visual inspection prior to landing. Rwy 18 and Rwy 36 PAPI and REIL OTS indef. Windsock lgt may be o/s. ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and Rwy 36—CTAF. ①Rwy 18 and Rwy 36. ②Rwy 18, GA 3.5°. Rwy 36 GA 3.5°. **IAP**
WEATHER DATA SOURCES—(AWOS–3 118.525 807–664–3907) (WX CAM).
COMMUNICATIONS—(CTAF 123.0) (TIE–IN FSS NOME OME 1615–0745Z‡–NOTAM IWK OT CTC FAIRBANKS FAI) Nome RCAG communications provided by Nome FSS on 122.6.
ANCHORAGE APP/DEP CON —290.4 133.3
RADIO/NAV/WEATHER REMARKS —For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



WARM SPRING BAY SEAPLANE (See BARANOF)

WASILLA

ANDERSON LAKE (ØAK1) 4 NE N61°37.01′ W149°19.29′ UTC−9(−8DT) **ANCHORAGE**
PVT 463 22(GVL) 08–26①
SERVICE —S4
AIRPORT REMARKS —Unattended. Be alert floatplane ops on Anderson Lake. Overlapping flight patterns. Wolflake (4AK6)–2 miles NE–be alert. Cottonwood Lake Seaplane ops–1 mile SE–be alert. Touch and go or stop and go landings not authorized. ①Rwy 08 thld dsplcd 300′.
WEATHER DATA SOURCES—(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

ANDERSON LAKE SEAPLANE (ØAK1) 4 NE N61°37.01′ W149°19.29′ UTC−9(−8DT) **ANCHORAGE**
PVT 463 06W–24W
SERVICE —S4
SEAPLANE REMARKS —Unattended. Touch and go or stop and go landings not authorized. Use caution for floatplane operations on Anderson Lake.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **BLODGET LAKE SEAPLANE** (D75) 8 W N61°34.57′ W149°40.53′ UTC−9(−8DT) **ANCHORAGE**
242 −38 ALL–WAY
SEAPLANE REMARKS —Unattended. No public access to shoreline. No facilities of any type avbl to transient acft. All property on lake is pvt/non–commercial. Trees surround lake.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM IYS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

BLUFF PARK FARM (71AK) 4 NE N61°31.66′ W149°29.78′ UTC−9(−8DT) **ANCHORAGE**
PVT 110 20(TURF) 03–21①
AIRPORT REMARKS —Unattended. Operations NW of arpt are prohibited. Aircraft are to remain well clear of Snowshoe Elementary School at all times. Arrivals/departures to remain S of Fairview Loop Road untill well clear of the Jackfish Landing Airstrip traffic pattern. Rwy 03 rgt tfc. ①Rwy 03 thld displaced 250′.
COMMUNICATIONS—(TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

APP CRS	Rwy Idg	4000
177°	TDZE	22
	Apt Elev	22

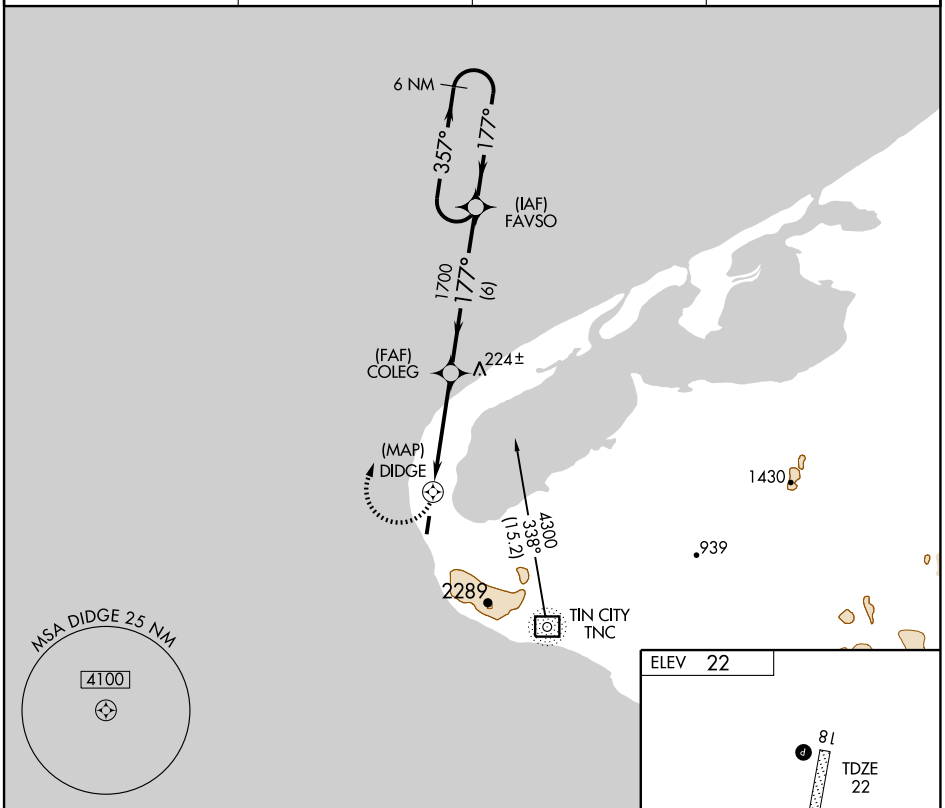
RNAV (GPS) RWY 18

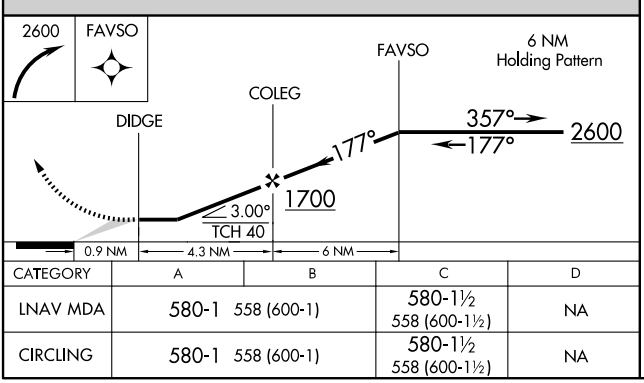
WALES (IWK)(PAIW)

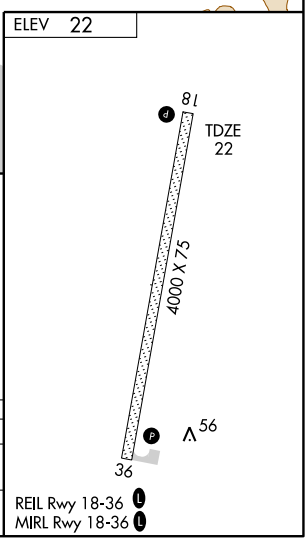
Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Use Tin City altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing right turn to 2600 direct FAVSO WP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
118.525	133.3 290.4	122.6	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	580-1	558 (600-1)	580-1½ 558 (600-1½)	NA
CIRCLING	580-1	558 (600-1)	580-1½ 558 (600-1½)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

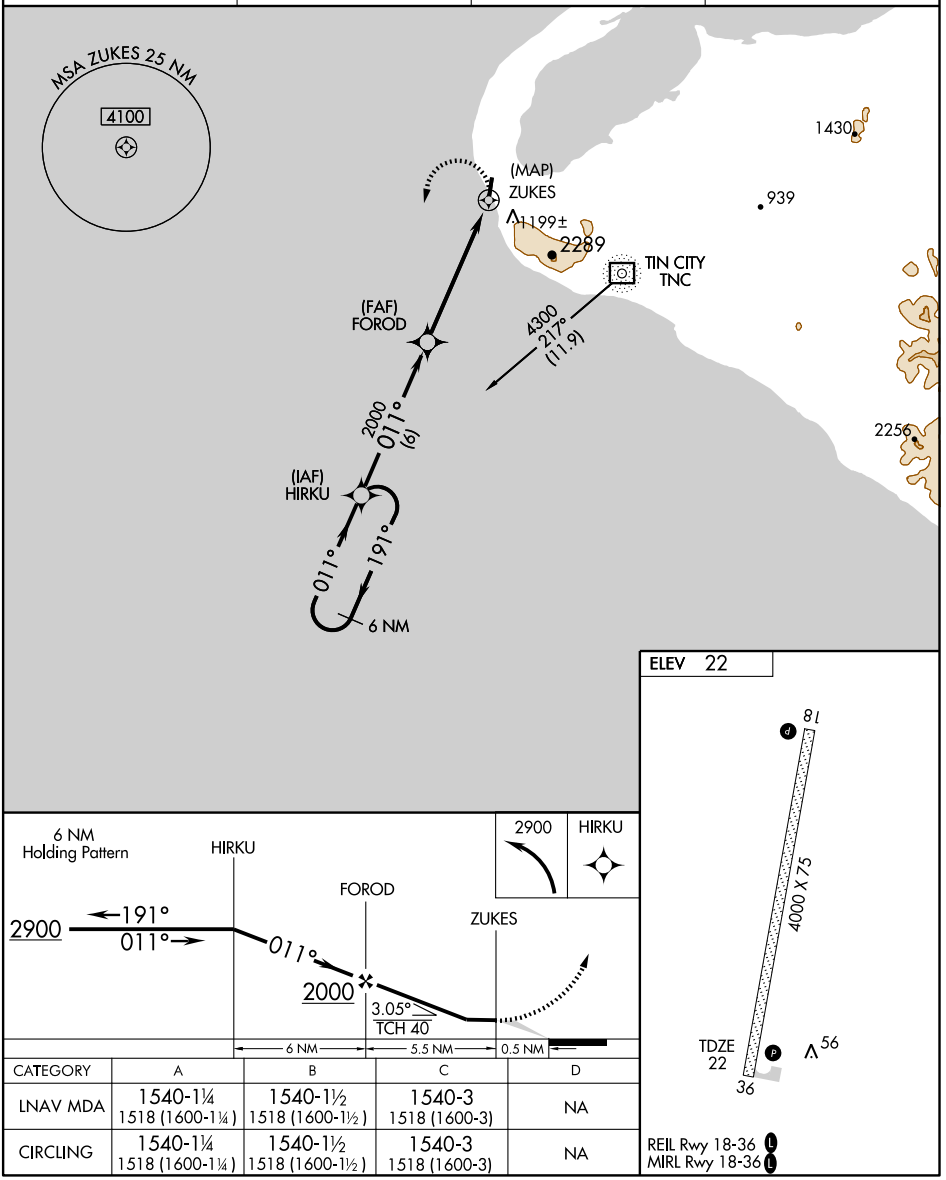
WALES (IWK) (PAIW)

APP CRS	Rwy Idg	4000
011°	TDZE	22
	Apt Elev	22

Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Use Tin City altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2900 direct HIRKU WP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
118.525	133.3 290.4	122.6	123.0 L

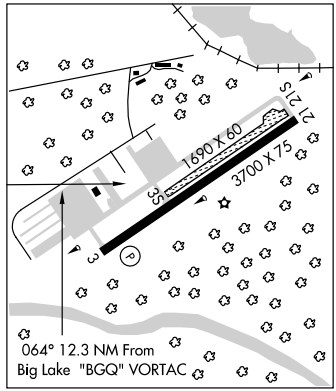


CATEGORY	A	B	C	D
LNAV MDA	1540-1¼ 1518 (1600-1¼)	1540-1½ 1518 (1600-1½)	1540-3 1518 (1600-3)	NA
CIRCLING	1540-1¼ 1518 (1600-1¼)	1540-1½ 1518 (1600-1½)	1540-3 1518 (1600-3)	NA

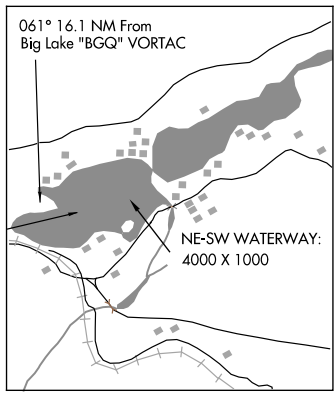
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **VISNAW LAKE SEAPLANE** (T66) 7 NW N61°37.14′ W149°40.71′ UTC−9(−8DT) **ANCHORAGE**
300 –40 N–S
SEAPLANE REMARKS —Unattended. No svc of any type avbl to tran acft. Lake used for recreational boating. Waterway S rgt tfc.
WEATHER DATA SOURCES —(WX CAM).
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM IYS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **WASILLA** (IYS) (PAWS) 3 W N61°34.32′ W149°32.37′ UTC−9(−8 DT) **ANCHORAGE**
354 BL4, 12① H37(ASP) 03–21, 03S–21S **L–1A, 3D, 4G**
SERVICE—S4 **FUEL** —(NC–100LL, JET A) **IAP**
AIRPORT REMARKS —Unattended. Self svc fuel avbl 24 hrs. Rwy cond not monitored recommend visual inspection prior to use. No winter maint Rwy 03S–21S. Rwy 03S–21S for ski/tundra tire equipped acft. No simultaneous ops on Rwy 03–21 and Rwy 03S–21S. Ultralights on and invof arpt. Numerous pvt arpts and lakes in vcnty. Rwy 03 slope 0.5% up NE. Rwy 03S slope 0.4% up NE. Arpt rstd to acft with apch speeds less than 121 kt. Rwy 03 rgt tfc. Rwy 03 and Rwy 21 nstd markings marked with thld panels. Rwy 03S and Rwy 21S marked with cones and reflective thld markers. ACTIVATE MIRL Rwy 03–21—122.8. ①Rwy 03 TCH 25′. GS 3.0°.
WEATHER DATA SOURCES —(AWOS–3 135.25 907–373–3801).
COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM IYS)
ANCHORAGE APP/DEP CON—363.2 119.1
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



§ **WASILLA LAKE SEAPLANE** (5L6) 1 E N61°35.18′ W149°24.45′ UTC−9(−8DT) **ANCHORAGE**
330 –40 NE–SW
SEAPLANE REMARKS —Unattended. No svc of any kind avbl to tran acft. Public beach and swimming area on SW shore. Watch for swimmers at West end of lake.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM IYS)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



WASILLA CREEK AIRPARK (See PALMER)

RNAV (GPS) RWY 3

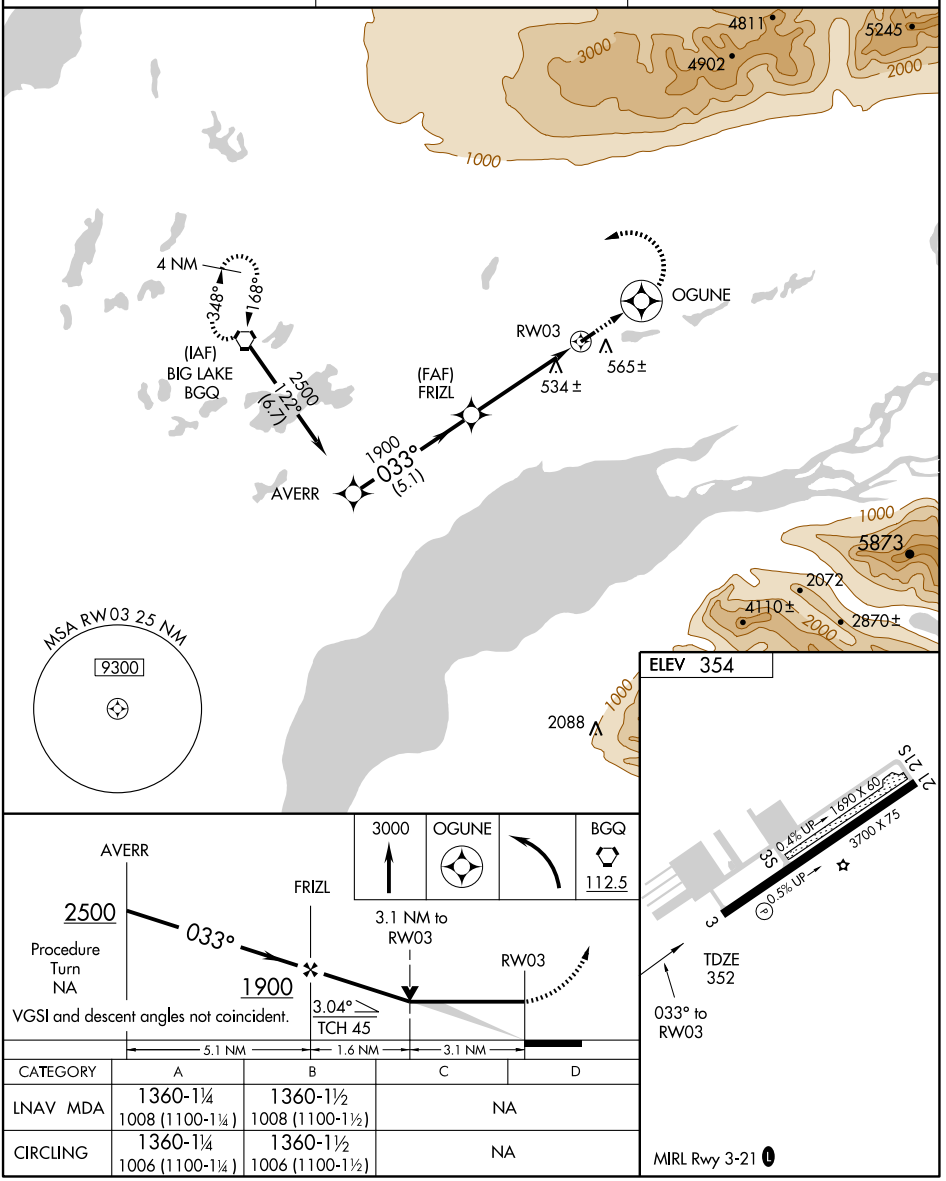
WASILLA (IYS) (PAWS)

APP CRS	Rwy Idg	3700
033°	TDZE	352
	Apt Elev	354

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OGUNE and climbing left turn direct BGQ VORTAC and hold.

AWOS-3	APP CON	CTAF
135.25	119.1 363.2	122.8



CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ 1008 (1100-1¼)	1360-1½ 1008 (1100-1½)	NA	
CIRCLING	1360-1¼ 1006 (1100-1¼)	1360-1½ 1006 (1100-1½)	NA	

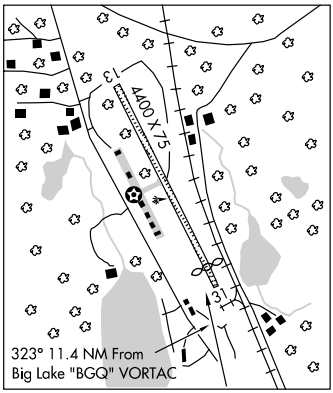
AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **WILLOW** (UUO) (PAUO) 1 NW N61°45.25′ W150°03.10′ UTC−9(−8DT) **ANCHORAGE**
P 221 BL4 44(GVL) 13–31 ① **H–1B, 2K, L–1A, 3D, 4F**
SERVICE—S4 **FUEL**—(100LL) **IAP**

AIRPORT REMARKS—Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Credit card self serve fuel avbl 24 hrs. Rwy 13 NSTD markings, thld marked with flexible reflective markers and cones. Rwy 31 dsplcd thld marked with reflective flexible markers and cones. Twy markings thru dsplcd thld. Rwy 31 rgt tfc. ACTIVATE MIRL Rwy 13–31 and rotating bcn—CTAF. ①Rwy 31 displaced thld 400′.

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS KENAI ENA–NOTAM UUO)
Ⓡ **ANCHORAGE APP/DEP CON**—279.6 133.7

RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737. When avbl Wx reports hourly only.



WILLOW SEAPLANE (2X2) 1 NW N61°44.64′ W150°03.55′ UTC−9(−8DT) **ANCHORAGE**
200 –36 13W–31W

SEAPLANE REMARKS—Unattended. Acft run–up area at the NE end of lake is marked by buoys seasonally. No public dock avbl. A buoy has been placed approximately 100′ from the most southern point of land on the southeast end of the lake. Acft opr are not allowed inside the 100′ marker unless taxiing to or from the shore, or taxiing to the acft run–up area. Pilots should be aware of watercraft and recreational activities on the lake. A visual inspection prior to ldg is recommended. Buoys are removed from lake prior to freeze–up and replaced when lake thaws. It is recommended that acft fast taxi to point of tkf and up on ldg to shore area. It is recommended that all acft tkf toward the south, weather conditions permitting. No east/west tkf or ldg are permitted. Grvl public ramp located on NE shore of lake. Lot south of ramp avbl for vehicle ops. All other ramps and property is pvt ownership or control.

COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS KENAI ENA)

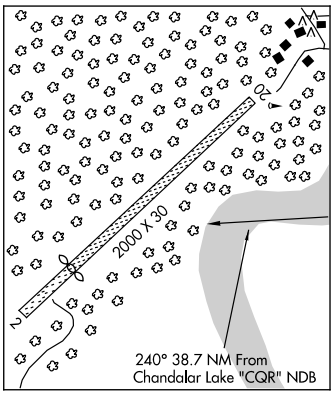
RADIO/NAV/WEATHER REMARKS—For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **WISEMAN** (WSM) 1 SSW N67°24.27′ W150°07.36′ UTC−9(−8DT) **FAIRBANKS**
P 1180 20(GVL) 02–20①

AIRPORT REMARKS—Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Be Alert: Backcountry strip in mountain valley, high terrain all quadrants. Recommend dog leg approach Rwy 02 due to hill. Trees to 35′ with 75′ each side of rwy centerline. 6 inch rocks and 24 inch grass along rwy sfc, 48 inch saplings in Rwy 02 safety area. Rwy 02–20 marked with reflective markers and cones. Rwy 20 rgt tfc. Ski plane ops only in winter, snow removal not avbl. ①Rwy 02 thld dsplcd 500′.

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)

RADIO/NAV/WEATHER REMARKS—For a toll free call to Fairbanks FSS dial 1–866–248–6516.

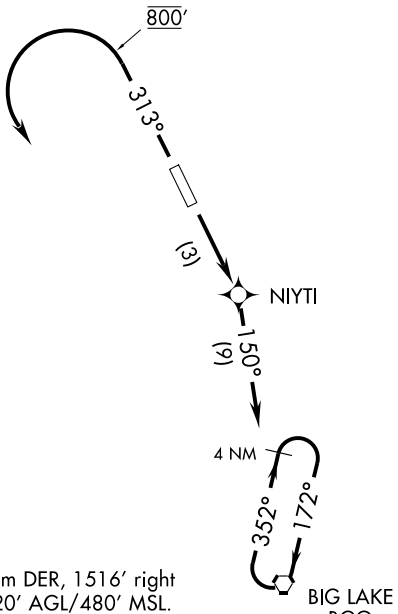


WOLF LAKE (See PALMER MUNI)

BIG LAKE ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
133.7 279.6
CTAF 122.8
AWOS-3 135.250

NOTE: 1. GPS REQUIRED.
2. RNAV 1.



TAKE-OFF OBSTACLE:

Rwy 13: Tower, 5551' from DER, 1516' right of centerline, 120' AGL/480' MSL.

TAKE-OFF MINIMUMS:

Rwy 13: 300-1¼ or standard with minimum climb of 467' per NM to 700.
Rwy 31: Standard.

NOTE: Chart not to scale.

AK, 23 SEP 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climb direct NIYTI, then climbing right turn via 150° track to BGQ VORTAC. Thence. . . .

TAKE-OFF RUNWAY 31: Climb via 313° heading to 800 then climbing left turn direct BGQ VORTAC. Thence....

. . . .Climb in BGQ VORTAC holding pattern to cross BGQ VORTAC at or above MEA/MCA for direction of flight.

RNAV (GPS) RWY 13

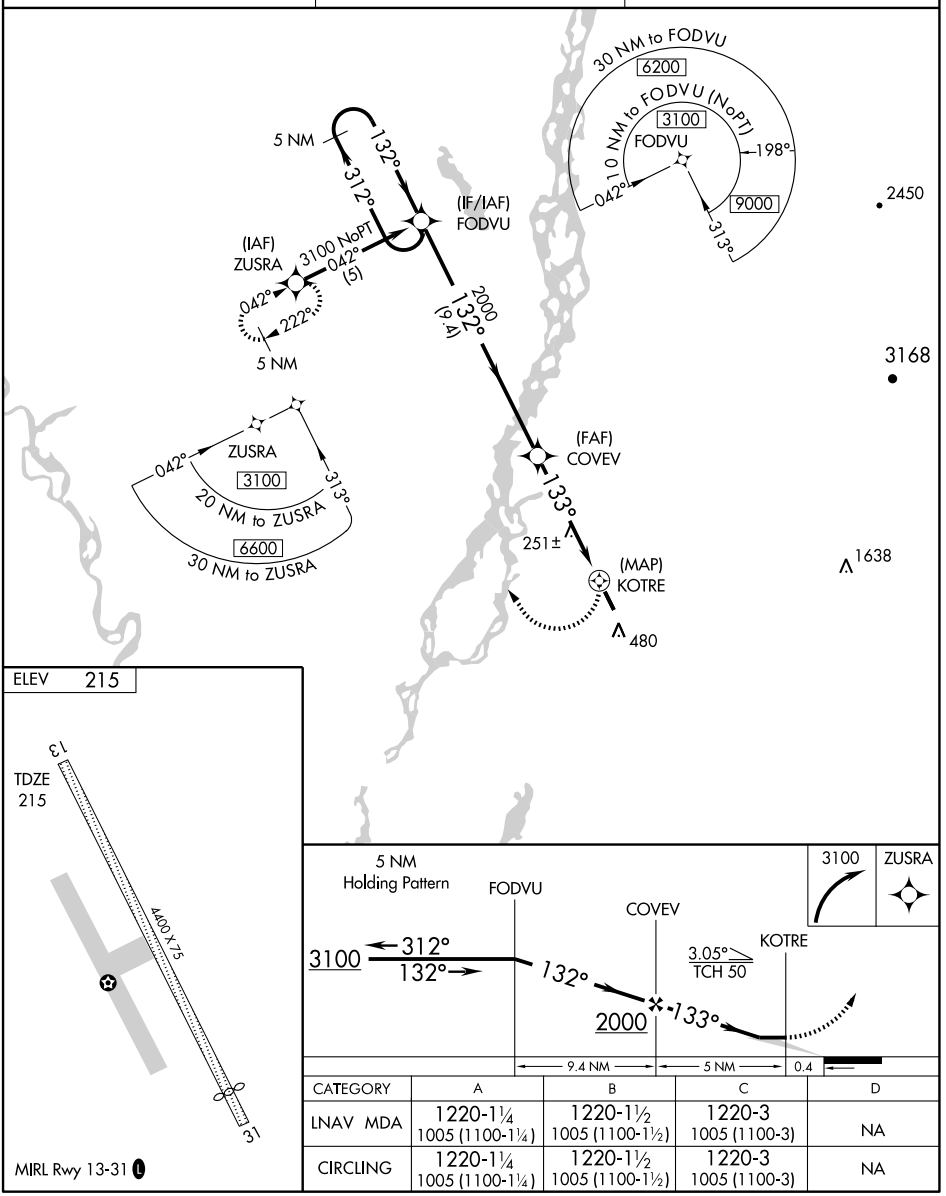
WILLOW (UUO)(PAUO)

APP CRS	Rwy Idg	4400
133°	TDZE	215
	Apt Elev	215

▼ Use Wasilla altimeter setting. Procedure NA at night.
▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct ZUSRA and hold.

WASILLA AWOS-3	ANCHORAGE CENTER	CTAF
135.250	133.7 279.6	122.8 (L)



CATEGORY	A	B	C	D
LNAV MDA	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA
CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

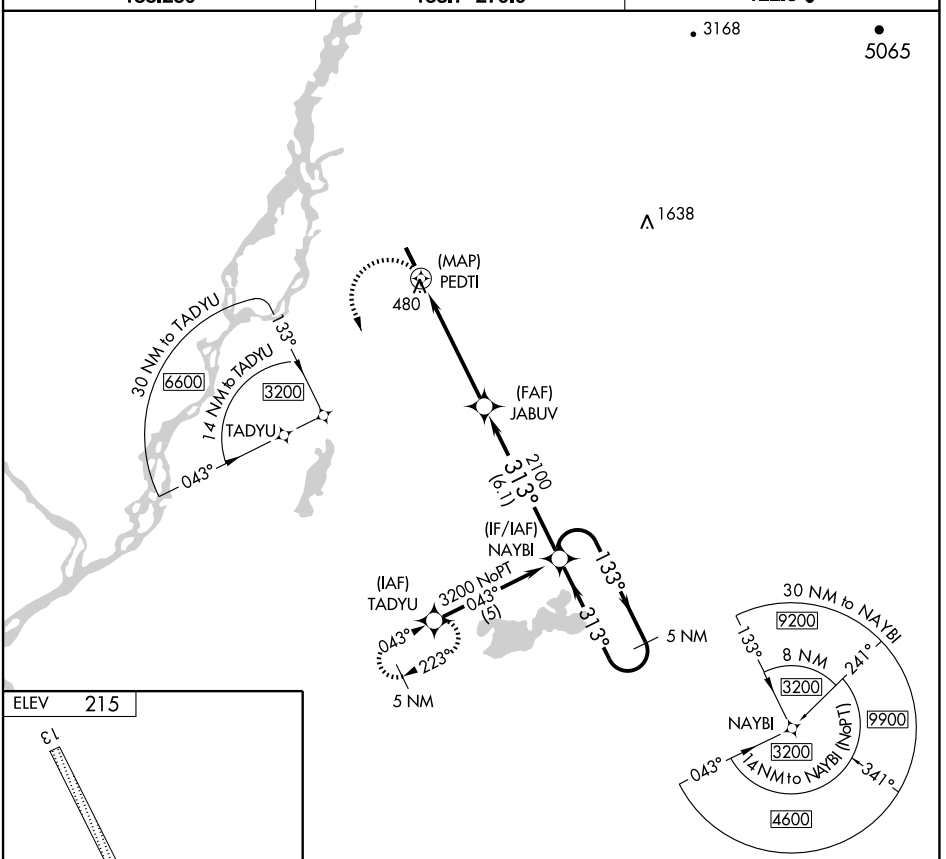
WILLOW (UUO)(PAUO)

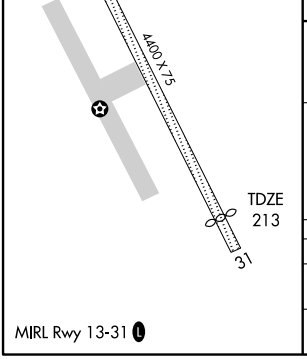
APP CRS	Rwy Idg	4000
313°	TDZE	213
	Apt Elev	215

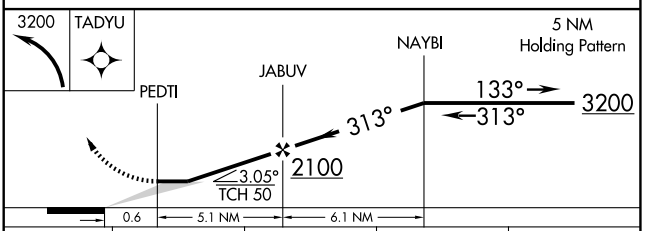
Use Wasilla altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3200 direct TADYU and hold.

WASILLA AWOS-3	ANCHORAGE CENTER	CTAF
135.250	133.7 279.6	122.8







CATEGORY	A	B	C	D
LNAV MDA	1220-1¼ 1007 (1100-1¼)	1220-1½ 1007 (1100-1½)	1220-3 1007 (1100-3)	NA
CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA

MIRL Rwy 13-31

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

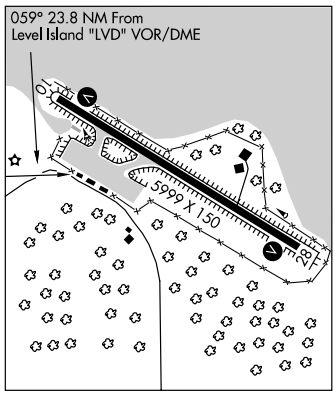
WOODCOCK BC (CBQ8) 3.8 NE N55°04.00′ W128°14.00′ UTC−8(−7DT) **L–1C**
537 H33(ASP) 02–20 ①
AIRPORT REMARKS —Not regularly maintained, no win maint. High terrain surrounds field. Parachute activity drop zone adj to rwy. ①Rwy 20 thld displaced 1050′.
COMMUNICATIONS—(CTAF 123.2) (TIE–IN FSS TERRACE CYXT–NOTAM CYXT)
RADIO/NAV/WEATHER REMARKS —LD call to Terrace FSS dial 250–635–2110.

WOOD RIVER N58°59.98′ W158°32.90′ **KODIAK**
NDB (MHW) 429 BTS 011° 3.0 NM to Dillingham.138/15E. **L–2J, L–3C**

WOODY ISLAND N57°46.47′ W152°19.39′ **KODIAK**
NDB (ABHW) 394 RWO 237° 5.7 NM to Kodiak./18E. **TWEB.** **H–1B, 2K, L–2J, 3D**
RCO —122.2(V) (KENAI FSS)

WRANGELL

§ **WRANGELL** (WRG) (PAWG) 1 NE N56°29.06′ W132°22.19′ (AOE) UTC−9(−8DT) **JUNEAU**
P 49 BL 6, 9 ①, 10 ② H60(ASP–GRVD) 10–28 S–75, D–175, 2D–300 **H–1D, L–1C**
SERVICE—S2 **FUEL** —(NC–100LL, A) **IAP**



AIRPORT REMARKS —Attended 1700–0200Z‡. Arpt maint duty hrs 1600–0000Z‡. Class I, ARFF Index B. ARFF svcs are only avbl during scheduled air carrier ops. CLOSED to air carrier ops with more than 30 passenger seats except PPR, 24 hour PPR for cargo ops over 100,000 lbs call arpt manager 907–874–3107. High terrain immediately south of rwy. Off arpt solid waste landfill approximately 2000′ SW of Rwy 10 ldg thld. Bears, deer, game fowl, flocks of birds on and invof arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Twy B open to acft under 12,500 lbs, maximum gross takeoff weight. Snow removal, ice control and arpt hazardous conditions reported only during maint duty hrs. Rwy condition reports reflect conditions during arpt maint duty hrs only. Arpt maint personnel and equipment may be on rwy at any time, recommend visual inspection prior to use, ctc nearest FSS for current NOTAM. For fuel call 907–874–2388. Rwy 10 designated as calm wind rwy. Rwy 28 rgt tfc. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Customs avbl. See GENERAL NOTICES—ENTRY REQUIREMENTS (CIVIL). ACTIVATE HIRL Rwy 10–28, VASI and REIL Rwy 10 and Rwy 28—122.6. ①Rwy 10, TCH 52′. GS 3.0°. Rwy 28, TCH 52′. GS 3.0°. ②Rwy 10, Rwy 28.
WEATHER DATA SOURCES —(AWOS–3 128.5 907–874–2458). (WX CAM).
COMMUNICATIONS—(CTAF 122.6) (TIE–IN FSS SITKA SIT 1500–0645Z‡–NOTAM WRG OT CTC JUNEAU JNU)
RCO —122.45 (SITKA FSS)
ANCHORAGE CENTER APP/DEP CON —118.0
RADIO AIDS TO NAVIGATION
LDA/DME 108.5 I–RGL Chan 22
RADIO/NAV/WEATHER REMARKS —For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. AWOS–3 wind may be unrepresentative of rwy wind conditions because of local topography.

LOC I-RGL	APP CRS	Rwy Idg	N/A
108.5	089°	TDZE	N/A
Chan 22		Apt Elev	44

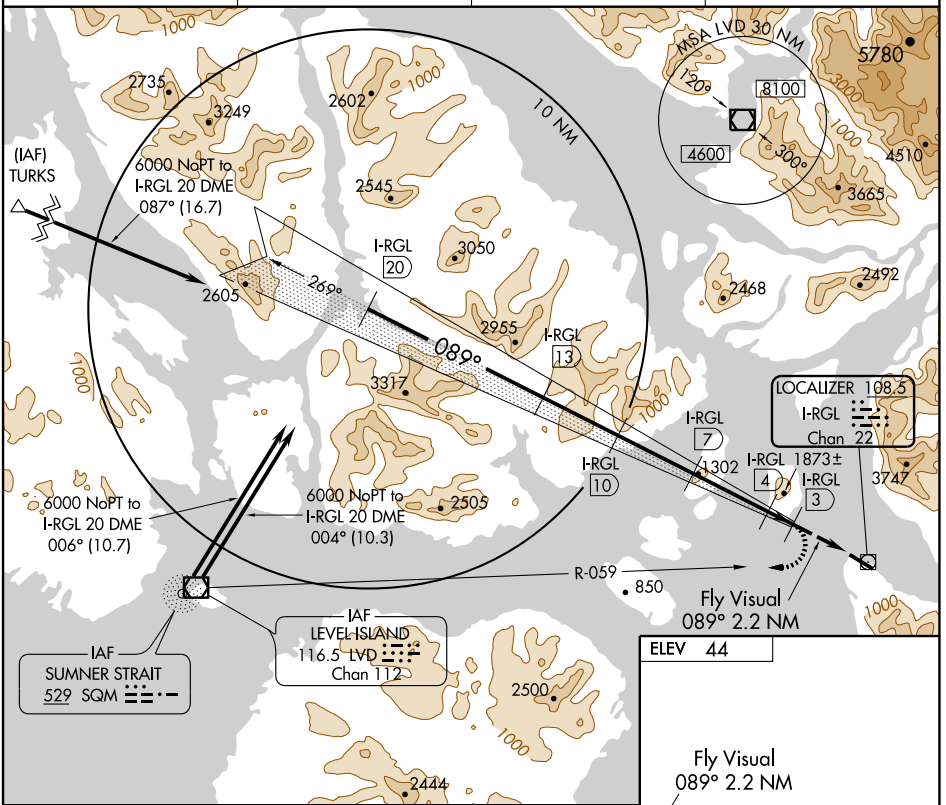
LDA/DME-C

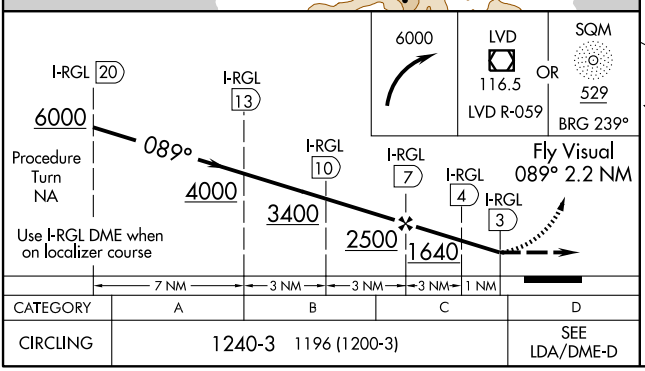
WRANGELL (WRG) (PAWG)

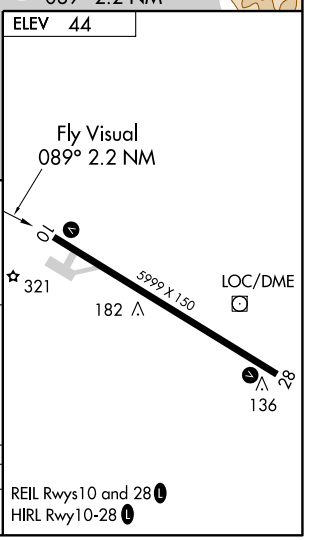
Procedure NA when local altimeter setting not received.
Circling NA south of Rwy 10-28. Fly visual to airport.
Any go-around commenced after passing the MAP will not provide standard obstruction clearance.

MISSED APPROACH: Immediate climbing right turn to 6000 to LVD VOR/DME via LVD R-059 or to SQM NDB via 239° bearing to SQM NDB.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
128.5	118.0	122.45	122.6 L







AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC I-RGL	APP CRS	Rwy Idg	N/A
108.5	089°	TDZE	N/A
Chan 22		Apt Elev	44

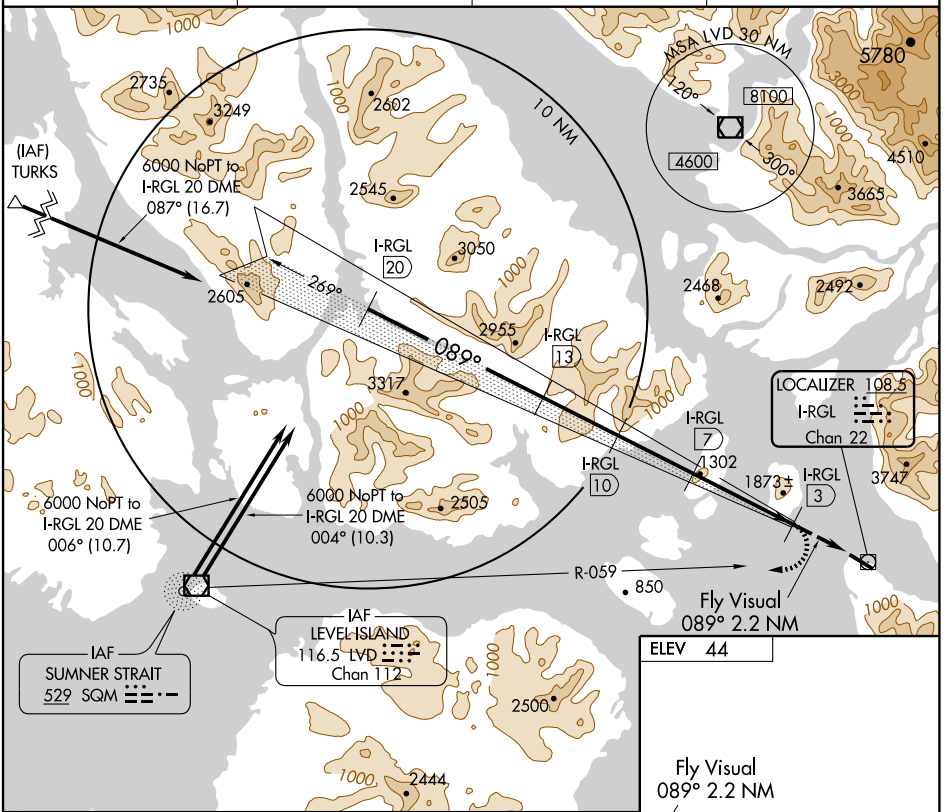
LDA/DME-D

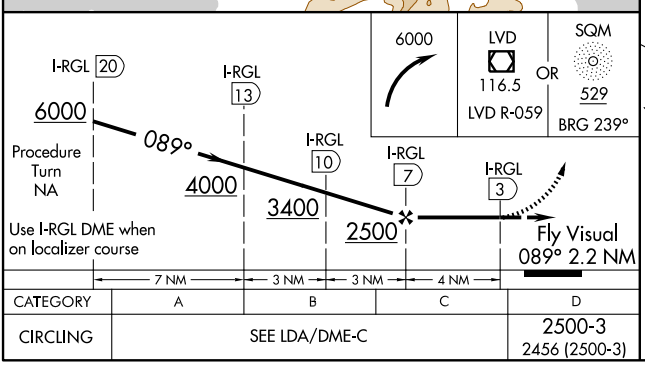
WRANGELL (WRG) (PAWG)

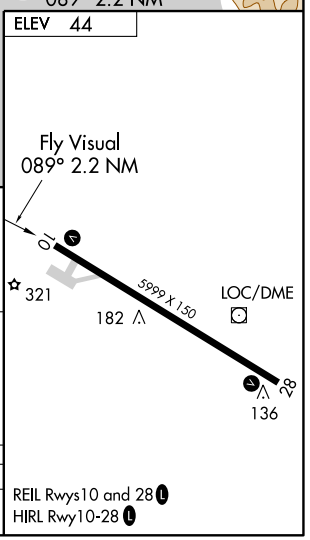
Procedure NA when local altimeter setting not received.
Circling NA south of Rwy 10-28. Fly visual to airport.
Any go-around commenced after passing the MAP will not provide standard obstruction clearance.

MISSED APPROACH: Immediate climbing right turn to 6000 to LVD VOR/DME via LVD R-059 or to SQM NDB via 239° bearing to SQM NDB.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
128.5	118.0	122.45	122.6 L







CATEGORY	A	B	C	D
CIRCLING	SEE LDA/DME-C			2500-3 2456 (2500-3)

REIL Rwys10 and 28 L
HIRL Rwy10-28 L

AK, 23 SEP 2010 to 18 NOV 2010

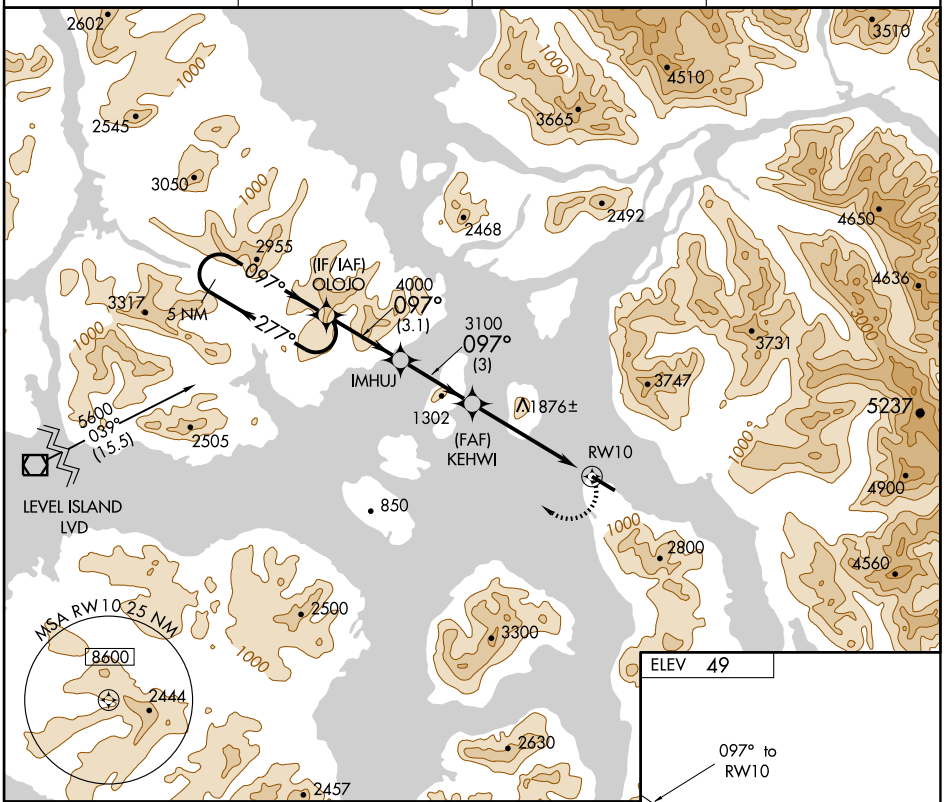
RNAV (GPS)-A
WRANGELL (WRG) (PAWG)

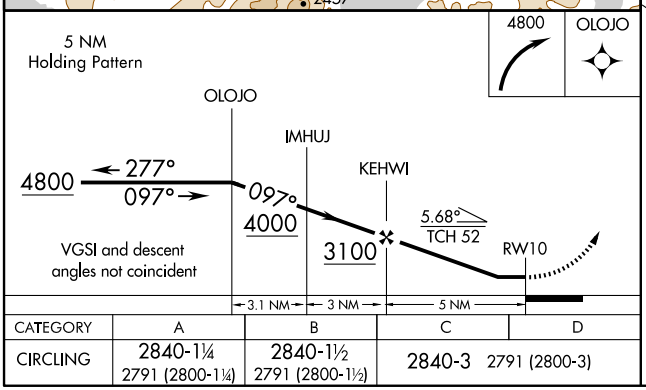
APP CRS	Rwy Idg	N/A
097°	TDZE	N/A
	Apt Elev	49

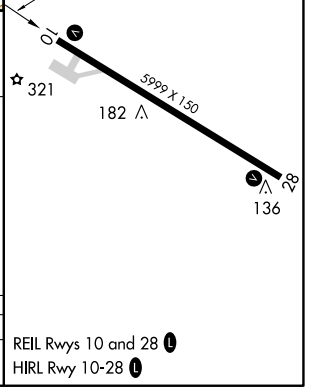
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Petersburg altimeter setting and increase all MDA 80 feet. Circling not authorized south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 4800 direct OLOJO and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
128.5	118.0	122.45	122.6 L







CATEGORY	A	B	C	D
CIRCLING	2840-1¼ 2791 (2800-1¼)	2840-1½ 2791 (2800-1½)	2840-3	2791 (2800-3)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

§ **YAKUTAT** (YAK) (PAYA) 3 SE N59°30.20′ W139°39.62′ UTC−9(−8DT) **JUNEAU**

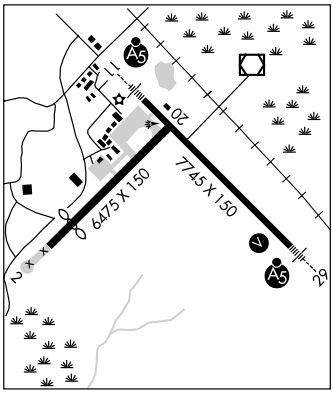
P 33 BL5, 6,9 ① H77(ASP) 11–29 02–20② S–38, D–107, 2D–200 **H–1C, L–1B, 3E**

FUEL —(NC–100, A1+) **IAP**

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–7647 TODA–8047 ASDA–7647 LDA–5085

RWY 20: TORA–5085 TODA–7647 ASDA–6647 LDA–5085



AIRPORT REMARKS —Attended 1600–0230Z‡. CAUTION: Possible snow piles on ramp and snow berms on taxiway edges Oct 1 thru May 1. Class I, ARFF Index B. ARFF Index B svc avbl during air carrier operations only. CLOSED to air carrier operations with more than 30 passenger seats except 24 hrs PPR in writing to Arpt Manager P.O. Box 186 Yakutat AK 99689. 24 hour PPR for cargo ops over 100,000 lbs call 907–784–3476. Twy C and Twy A1 closed during air carrier operations until 15 minutes after due to jet blast. CAUTION: Rwy 11–29 and Rwy 02–20—rwy lights 30 inches high. Numerous birds, bear and moose on and invof rwy. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Road angles 100′ to 230′ from Rwy 02 thld. Snow removal, ice control and arpt hazardous conditions reported only during arpt maint duty hrs. Rwy 02–20 not maintained or monitored Oct 1 thru May 1. Rwy condition reports reflect conditions during arpt maint duty hrs only. Arpt maint personnel and equipment may be on rwy at any time, recommend visual inspection prior to use, ctc nearest FSS for current NOTAM. Fuel avbl 24 hrs by major credit card pump. Fuel distributor 907–784–3311. Twy A1, Twy D and apron B clsd to acft 12,500 lbs and over. Twy B, Twy C, and Twy D not maintained or monitored Oct 1–May 1. Twy lights, Twy B, Twy C, and Twy D OTS Oct 1–May 1. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 02–20 HIRL OTS Oct 1–May 1. ACTIVATE HIRL Rwys 11–29 and 02–20, MALSR Rwys 11 and 29, VASI Rwy 29 and twy lgts–CTAF. ①Rwy 29. ②Rwy 02 thld dsplcd 1388′.

WEATHER DATA SOURCES —(ASOS 135.75 907–784–3564) (TWEB 385 OCC) (TWEB 113.3 YAK) (WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RCO —123.6 122.2 **(E)** (JUNEAU FSS)

ANCHORAGE CENTER APP/DEP CON —263.1 119.0

RADIO AIDS TO NAVIGATION

(H)ABVORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ At Fld.35/23E. **TWEB.**

OCEAN CAPE NDB (HW–SAB) 385 OCC N59°32.62′ W139°43.69′ 116° 3.2 NM to Fld./23E. **TWEB.**

VHF/DF—

ctc Juneau FSS. Lctd at N59°30.78′ W139°38.86′.

VHF/DF unusable:

230°–270° byd 20 NM 271°–229° byd 30 NM.

ILS 111.1 I–YAK Rwy 11 Class IB LOC unusable from .2 NM to thld.

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. Weather observations avbl 24 hrs daily. WSO telephone 784–3322.

§ **YAKUTAT SEAPLANE** (2Y3) 1 NW N59°33.75′ W139°44.47′ UTC−9(−8DT) **JUNEAU**

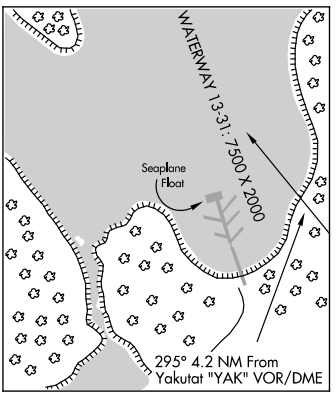
00 –75 13W–31W

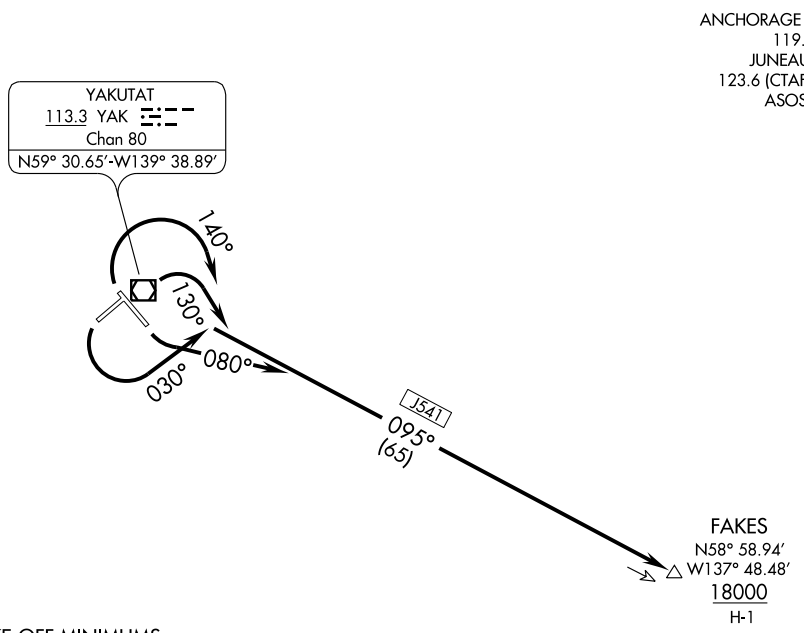
SEAPLANE REMARKS —Unattended. Boats not allowed on seaplane Float. Report presence of boats to Harbormaster 907–784–3323. Prevailing winds from W May to Aug and SE from Sep to May. Dock. Boats may be tied to SPB dock/float ramp.

WEATHER DATA SOURCES—(WX CAM).

COMMUNICATIONS—(CTAF 123.6) (TIE–IN FSS JUNEAU JNU –NOTAM YAK)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.





TAKE-OFF MINIMUMS

Rwy 2, 11, 20, 29: Standard with minimum ATC climb ot 280' per NM to 18000.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple trees 458' from DER, 317' right of centerline, up to 76' AGL/99' MSL.
Multiple trees 643' from DER, 342' left of centerline, up to 87' AGL/114' MSL.
Tower 376' from DER, 243' left of centerline 42' AGL/75'MSL.
Obstruction light on glideslope 372' from DER, 238' left of centerline, 34' AGL/67' MSL.
Obstruction light on TMOM 593' from DER, 639' left of centerline, 24' AGL/51' MSL.

Rwy 11: Multiple trees beginning 95' from DER, 345' right of centerline, up to 75' AGL/98' MSL.
Multiple trees beginning 121' from DER, from 377' left of centerline, up to 92' AGL/115' MSL.

Rwy 20: Multiple trees beginning 129' from DER, 297' right of centerline, up to 148' AGL/158' MSL.
Multiple trees beginning 79' from DER, 283' left of centerline, up to 137' AGL/147' MSL.

Rwy 29: Multiple trees and bushes 122' from DER, 389' right of centerline, up to 123' AGL/153' MSL.
Multiple trees and bushes 51' from DER, 65' left of centerline, up to 108' AGL/138' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climbing right turn via heading 130°, thence. . . .
TAKE-OFF RUNWAY 11: Climbing left turn via heading 080°, thence. . . .
TAKE-OFF RUNWAY 20: Climbing left turn via heading 030°, thence. . . .
TAKE-OFF RUNWAY 29: Climbing right turn via heading 140°, thence. . . .

. . . . Intercept YAK VOR/DME R-095 to FAKES. Cross FAKES at or above 18000 for assigned route of flight.

AK, 23 SEP 2010 to 18 NOV 2010

LOC I-YAK	APP CRS	Rwy Idg	7745
111.1	112°	TDZE	33
		Apt Elev	33

ILS or LOC/DME RWY 11

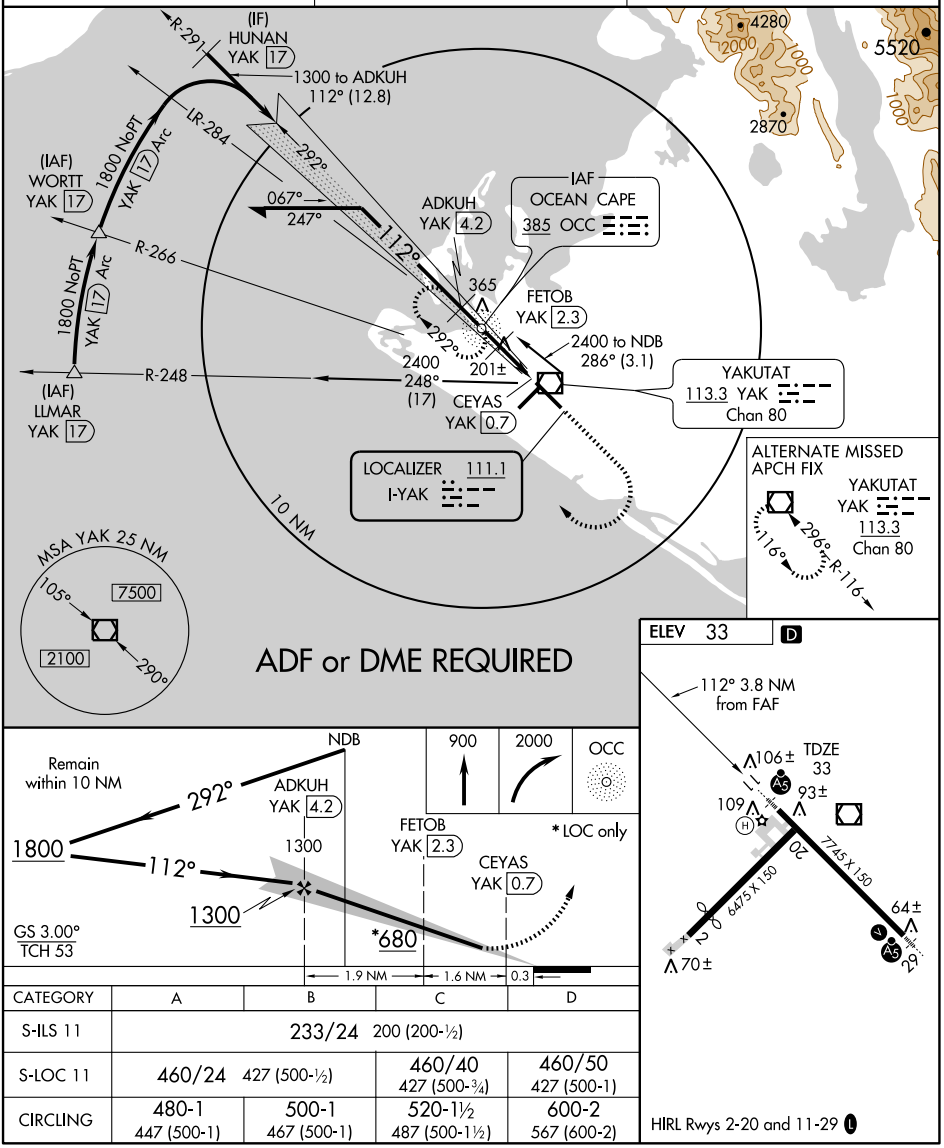
YAKUTAT (YAK) (PAYA)

ADF required. Visibility reduction by helicopters NA.
DME from YAK VOR/DME, simultaneous reception of I-YAK and YAK DME required.
Inoperative table does not apply to S-ILS 11.
For inoperative MALSR increase S-LOC 11 Cat A/B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OCC NDB and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2



CATEGORY	A	B	C	D
S-ILS 11	233/24 200 (200-½)			
S-LOC 11	460/24 427 (500-½)		460/40 427 (500-¾)	460/50 427 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

HIRL Rwys 2-20 and 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

LOC I-YAK	APP CRS	Rwy Idg 7745
111.1	292°	TDZE 26
		Apt Elev 33

LOC/DME BC RWY 29

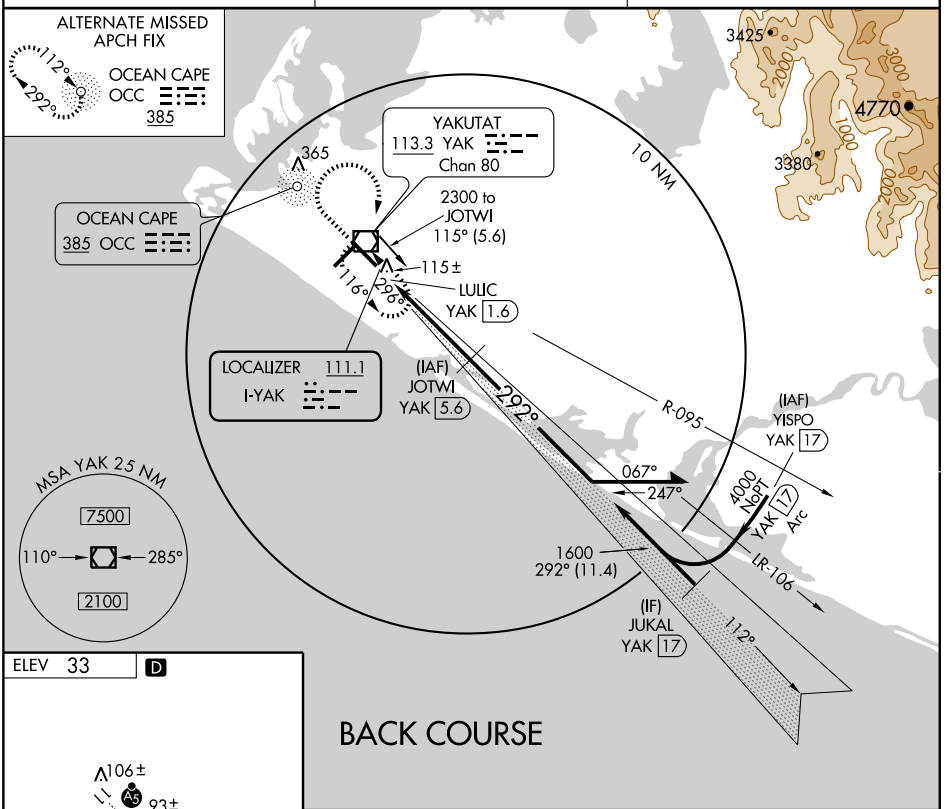
YAKUTAT (YAK) (PAYA)

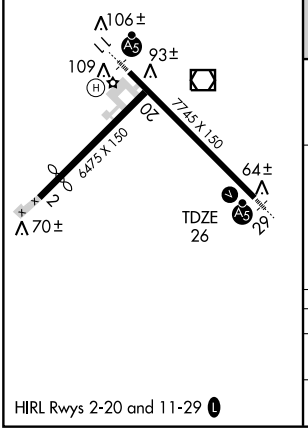
DME from YAK VOR/DME. Simultaneous reception of I-YAK and YAK VOR/DME required.

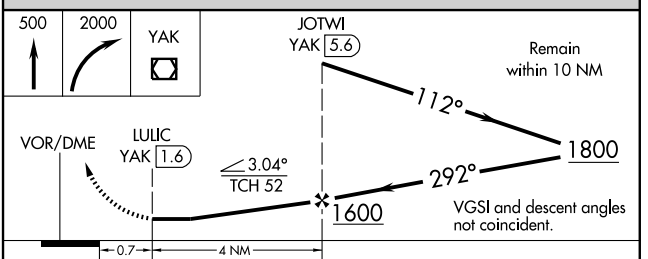
MALSR

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
S-29	380-½ 354 (400-½)			380-¾ 354 (400-¾)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

HIRL Rwys 2-20 and 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

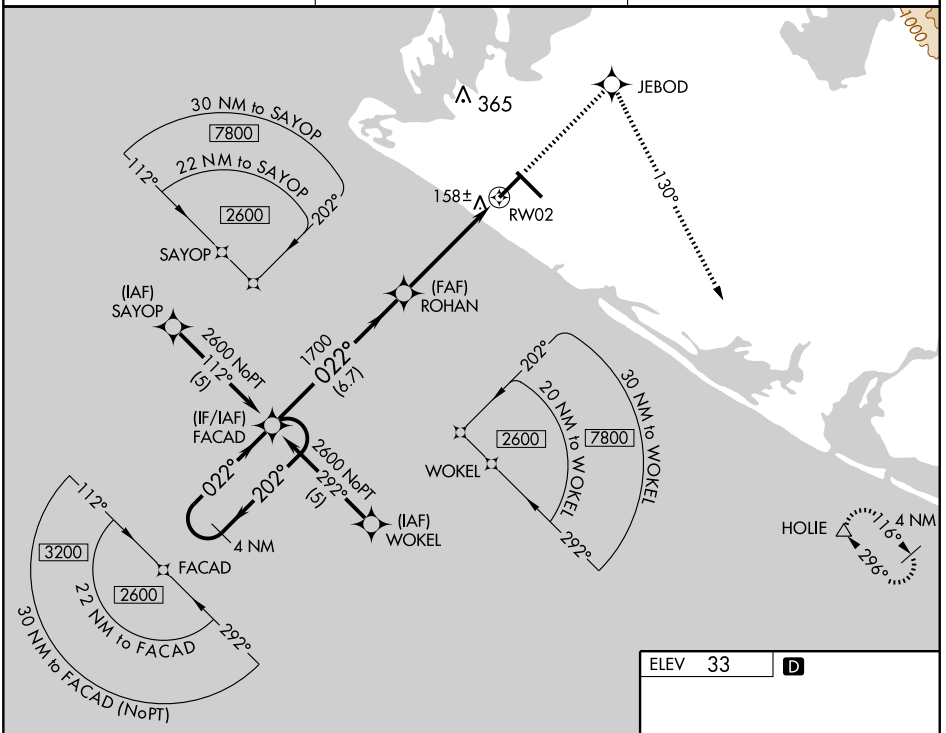
WAAS	APP CRS	Rwy Idg	5085
CH 78414	022°	TDZE	25
W02A		Apt Elev	33

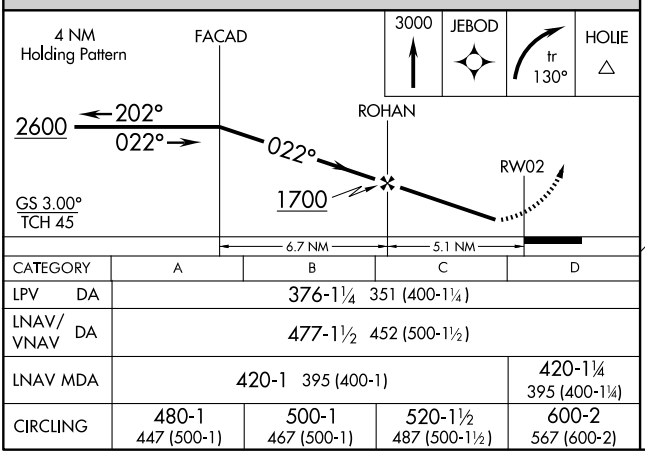
RNAV (GPS) RWY 2
YAKUTAT (YAK) (PAYA)

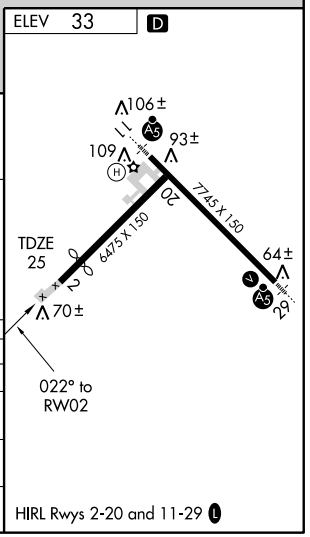
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JEBOD and right turn via track 130° to HOLIE and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
LPV DA	376-1¼ 351 (400-1¼)			
LNAV/VNAV DA	477-1½ 452 (500-1½)			
LNAV MDA	420-1 395 (400-1)			420-1¼ 395 (400-1¼)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

HIRL Rwys 2-20 and 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7745
CH 86414	112°	TDZE	33
W11A		Apt Elev	33

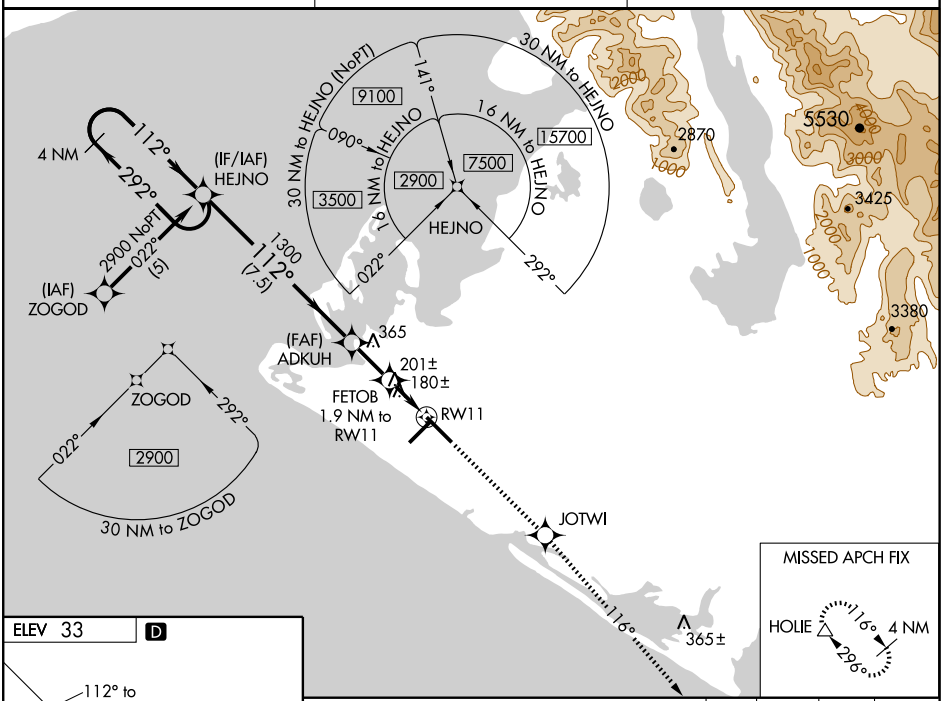
RNAV (GPS) RWY 11
YAKUTAT (YAK) (PAYA)

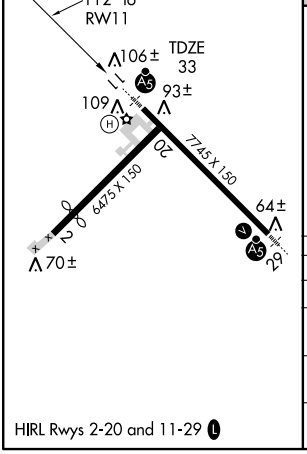
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For inoperative MALSR increase LPV all Cats visibility to RVR 6000, increase LNAV Cats A/B visibility to RVR 5000.

MALSR

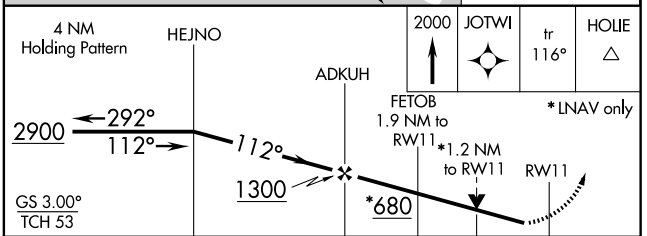
MISSED APPROACH: Climb to 2000 direct JOTWI and via track 116° to HOLIE and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2





HIRL Rwys 2-20 and 11-29 L



CATEGORY	A	B	C	D
LPV DA	373/40 340 (400-¾)			
LNAV/VNAV DA	475/50 442 (500-1)			
LNAV MDA	460/40 427 (500-¾)			460/50 427 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 7745
CH 66006	292°	TDZE 26
W29A		Apt Elev 33

RNAV (GPS) RWY 29

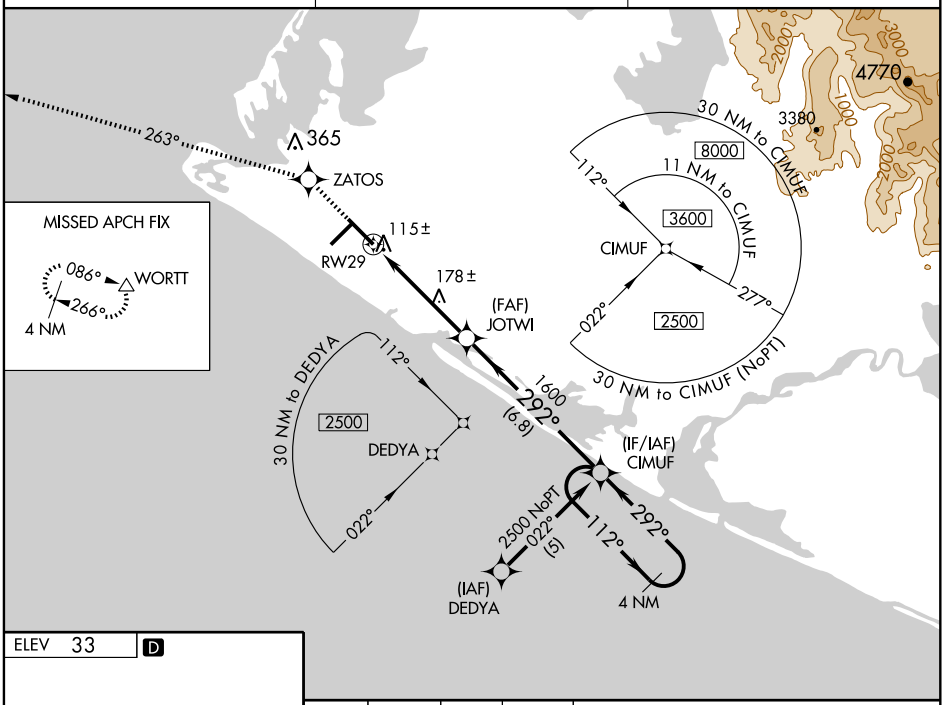
YAKUTAT (YAK) (PAYA)

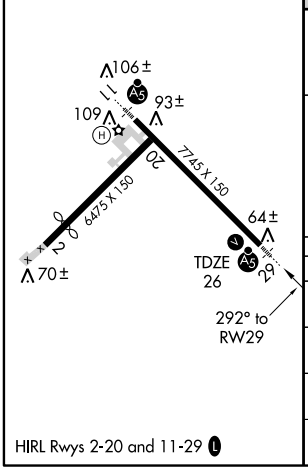
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D to 1¼.

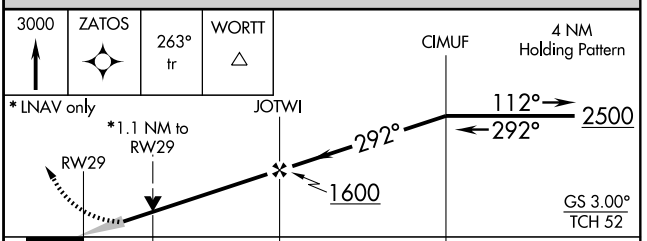
MALSR

MISSED APPROACH: Climb to 3000 direct ZATOS and via 263° track to WORTT and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
LPV DA	305-½ 279 (300-½)			
LNAV/VNAV DA	380-¾ 354 (400-¾)			
LNAV MDA	440-½ 414 (500-½)		440-¾ 414 (500-¾)	440-1 414 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

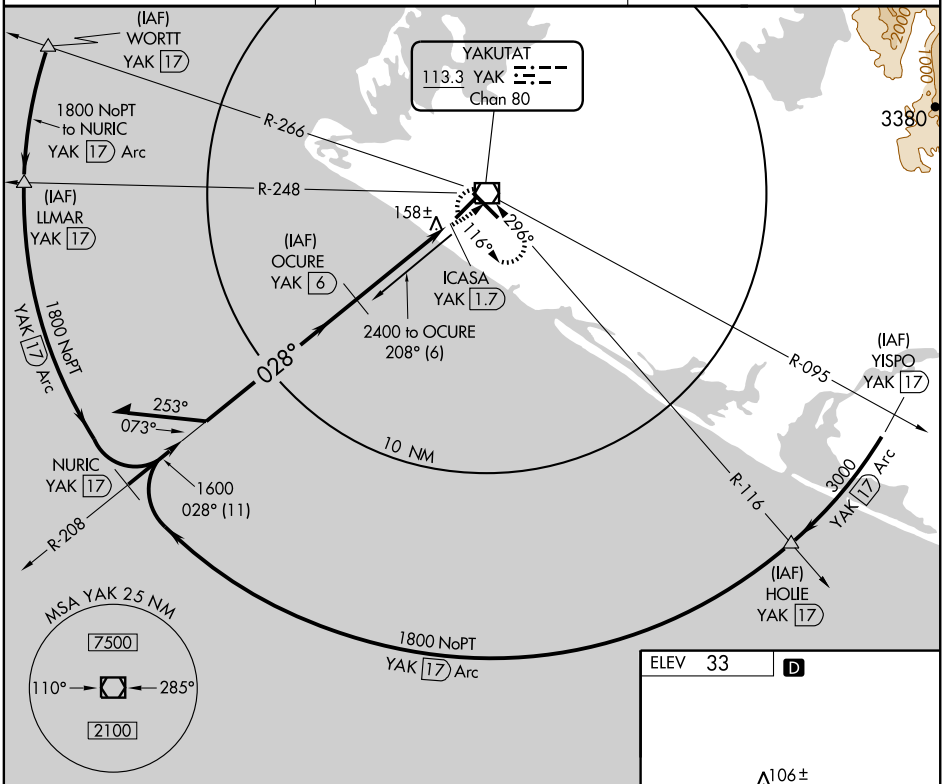
VOR/DME YAK	APP CRS	Rwy Idg 5085
113.3	028°	TDZE 25
Chan 80		Apt Elev 33

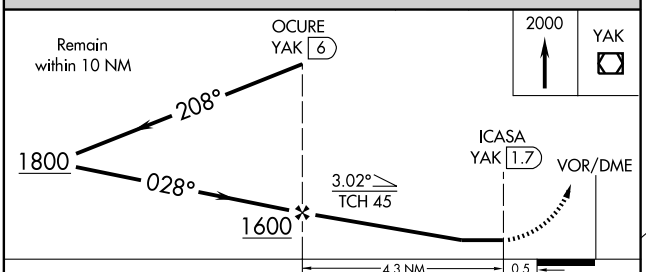
VOR/DME RWY 2

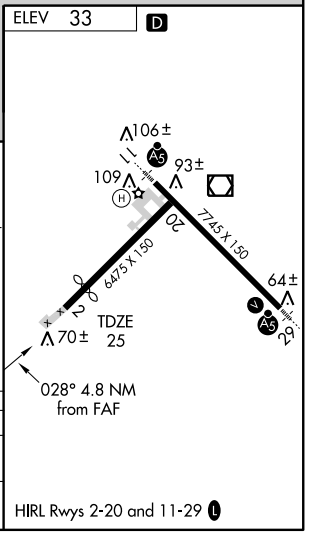
YAKUTAT (YAK) (PAYA)

MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
S-2	420-1 395 (400-1)			420-1¼ 395 (400-1¼)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME YAK	APP CRS	Rwy Idg 7745
113.3	091°	TDZE 33
Chan 80		Apt Elev 33

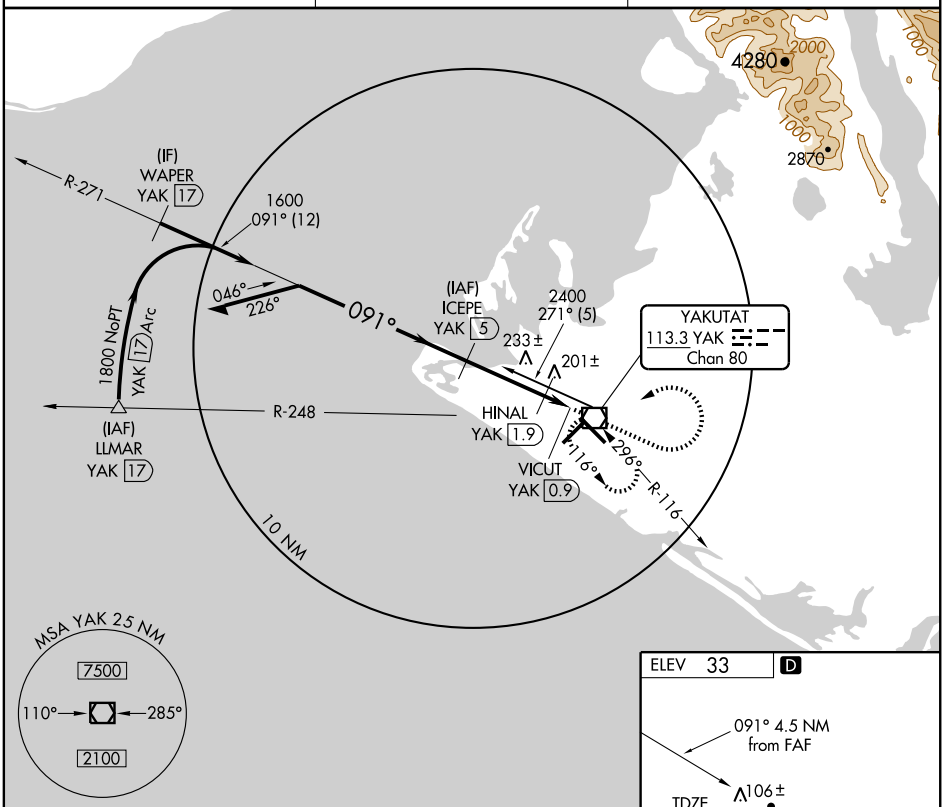
VOR/DME RWY 11
YAKUTAT (YAK) (PAYA)

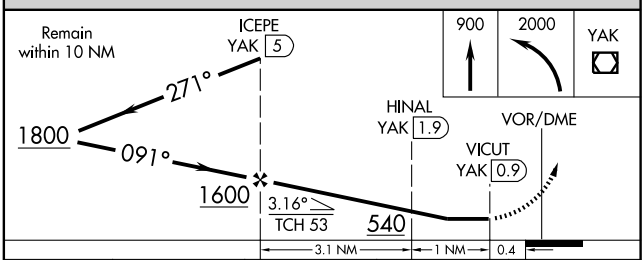
T A NA — For inoperative MALSR increase Cats A and B visibility to RVR 5000.

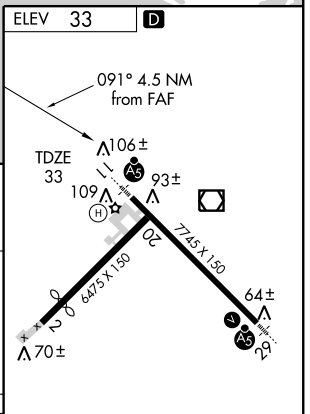
MALSR (A5)

MISSED APPROACH: Climb to 900, then climbing left turn to 2000, direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







HIRL Rwys 2-20 and 11-29 L

CATEGORY	A	B	C	D
S-11	460/40 427 (500-¾)			460/50 427 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

VOR/DME YAK	APP CRS	Rwy Idg 7745
113.3	305°	TDZE 26
Chan 80		Apt Elev 33

VOR/DME RWY 29

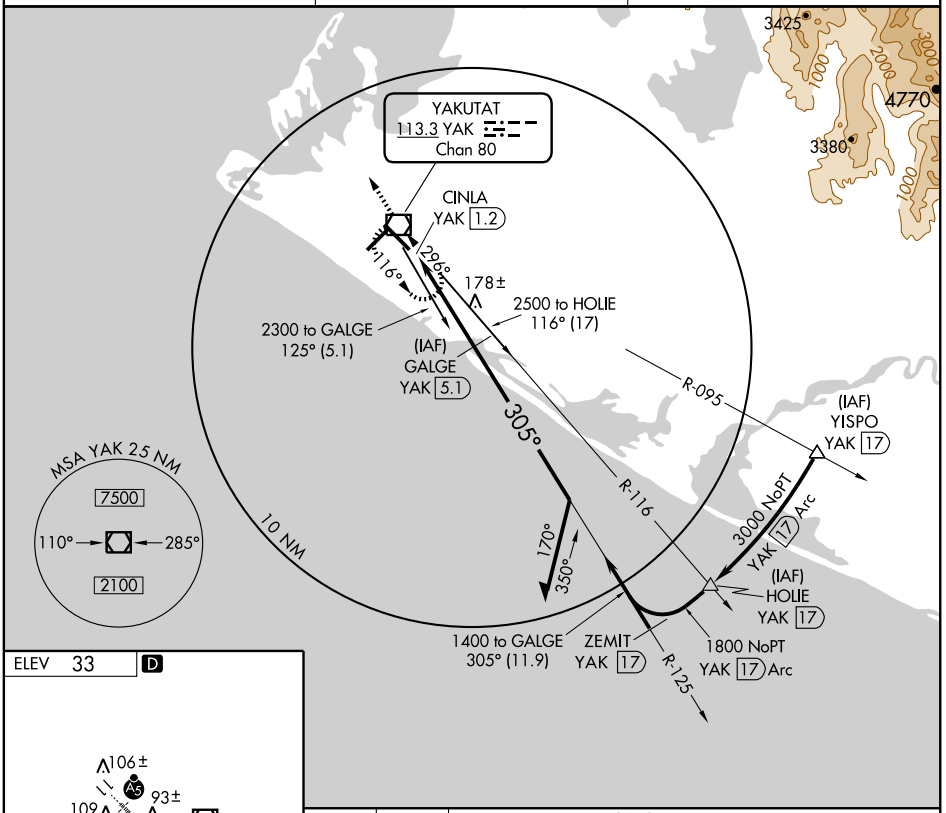
YAKUTAT (YAK) (PAYA)

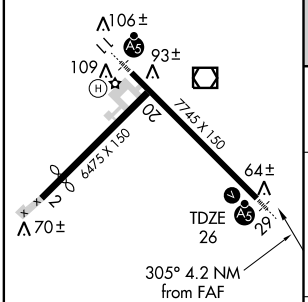
T For inoperative MALSR, increase S-29 Cat. D visibility to 1¼.

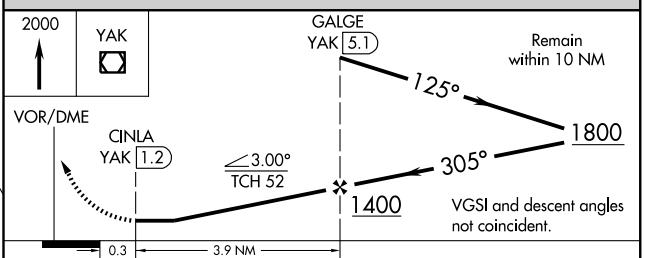
MALSR

MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







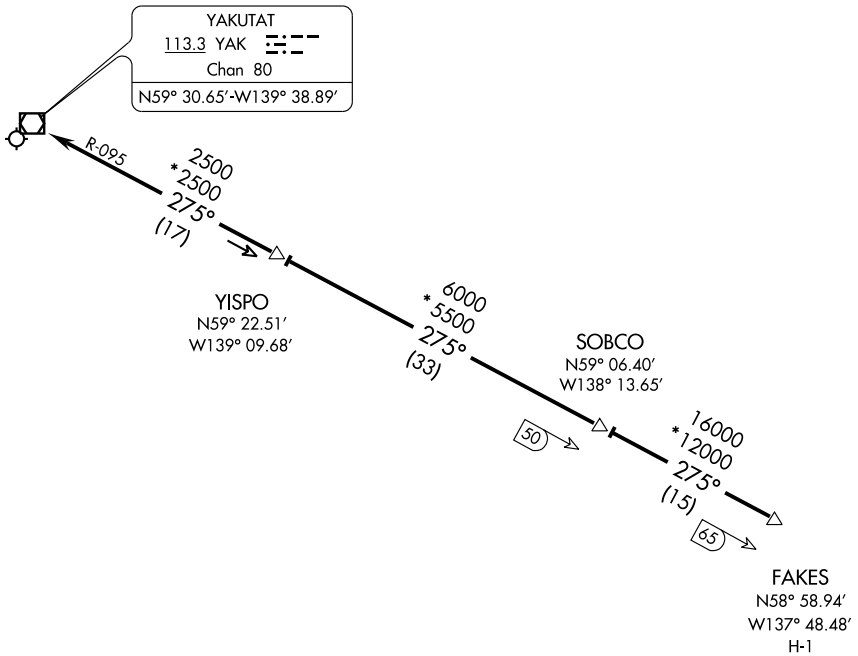
CATEGORY	A	B	C	D
S-29	440-½ 414 (500-½)		440-¾ 414 (500-¾)	440-1 414 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

HIRL Rwys 2-20 and 11-29 L

AK, 23 SEP 2010 to 18 NOV 2010
AK, 23 SEP 2010 to 18 NOV 2010

YAKUTAT TWO ARRIVAL (YAK.YAK2)

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 135.75



NOTE: DME Required.

NOTE: Chart not to scale.

From over FAKES via YAK R-095 to YAK VOR/DME.

AK, 23 SEP 2010 to 18 NOV 2010

AK, 23 SEP 2010 to 18 NOV 2010